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TO-DAY'S DOLLAR — The closing rate of the dollar on demand, to-day was 1/3 1/4d.

No. 28,067

HONG KONG, TUESDAY, MARCH 29, 1932.

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SPORADIC SKIRMISHES ON ALL FRONTS IN SHANGHAI AREA.

COMMISSION'S TRIP TO HANKOW AROUSES CHINESE OPPOSITION

WILL HELP JAPANESE DIPLOMATS

SERIOUS INCIDENT IN JESSFIELD DISTRICT.

EXTENSIVE JAPANESE PREPARATIONS

(From Our Own Correspondent.)

Shanghai, To-day.

Concerted Chinese opposition is strongly voiced against the proposed trip to Hankow by the League Commission. This, it is asserted, is delaying the Manchurian investigation and giving Japanese diplomats a chance to score a point in an attempt to "Give the League members a more complete background," before Manchuria is reached.

SOOCHOW CREEK ATTEMPT.

Sporadic skirmishes fraught with grave consequences occur daily on all fronts, and the Japanese are reported to be hastening military preparations and more troops have been landed near Liuho.

A serious incident occurred in the Jessfield district when incessant firing by sentries on both sides lasted for over half an hour following a Japanese attempt to cross Soochow Creek. Serious firing near Taichang, during which both sides were using machine guns, lasted for two hours.

PREPARATIONS FOR WHAT?

One thousand Japanese soldiers have been observed to be digging trenches and preparing gun emplacements and planes have dropped bombs. Ten Japanese gunboats and seven other craft are standing by near Liuho where several thousand soldiers are reported to have been landed. Tense situation prevails in the western district and deadlock persists in doging the peace parleys.

NEW FRENCH LINER ARRIVES.

Brings Royalty to the Colony.

THE GEORGES PHILIPPAR.

The magnificent new M.M. liner Georges Philippar, which is on her maiden voyage, arrived in harbour this morning and berthed at the Kowloon wharf, alongside the German tourist liner Resolute.

The Georges Philippar has a large number of passengers on board, including Crown Prince Leopold of Belgium and his wife, the former Princess Astrid of Sweden. They are making their second tour of the Far East, and are this time travelling incognito as Count and Countess de Rethy. Since sailing from Genoa some months ago they have visited Singapore, Malaya, Siam and Indo-China, making extensive tours in each country.

Upon arrival in Hong Kong, the Royal visitors disembarked from the Georges Philippar and transferred to the Japs-China-Japan Line's steamer Tinegara, and after a short spell in the Colony sailed on the Dutch liner for Manila at 11 a.m. They are to make a fortnight's tour of the Philippine Islands and will then proceed to Macassar. Some time will be spent in the Dutch East Indies

before going on to South Africa prior to their return to Europe.

Passengers who have travelled with the Prince and Princess are unanimous in their opinion that they are a very charming couple with democratic ways which permitted them to mix freely with those with whom they came in contact on board. Ashore, too, they have won great popularity in every country that they have visited.

The Ship.

The s.s. Georges Philippar, which is a sister ship of the Felix Roussel, is the latest addition to the Messageries Maritimes fleet, and by a happy coincidence they both happened to come into port this morning. These ships attracted a lot of attention and comment, the outstanding feature about them being their squat and square funnels which make them distinctive. The Georges Philippar differed from her sister ship, however, in that she is painted white.

A fine vessel of very modern equipment throughout, the Georges Philippar has a net displacement of 21,448 tons, and is 473 feet long, 52 1/2 feet wide, with a draft of 23 1/2 feet. She is propelled by two groups of Diesel engines of 6,000 horse-power each which make her a speedy vessel, built specially for Far Eastern trade.

She was launched on November 2, 1930 at the Lorient docks in France.

AVRO SIX SEATER MONOPLANE.

Flight With Mr. R. Vaughan Fowler.

PRIVATE ENTERPRISE.

"Seated in the deep wicker chairs in the roomy cabin of an Avro 6 seater monoplane, it can scarcely be realized that one is cruising at 95 miles per hour, 1,000 feet above the earth, so steady is the flying," writes a China Mail correspondent.

He says "From the side windows of the cabin stretches the marvellous panorama of the country, and apart from the steady drone of the engines there is no indication of flying, save for an occasional drop or climb. Within the comfortable cabin, separated from the pilot's cockpit by a door, one is entirely at ease. Heat and ventilation are within easy reach of the hand. The cabin itself is tastefully appointed with blue leather, and lit with electric light. Luggage is carried in a specially constructed rack at the rear of the plane, while light articles can be accommodated on a rack above the head.

The knowledge that the three Genet Major engines, each of 105 h.p. make the plane practically immune from a forced landing, is a great satisfaction to the nervous passenger. For either two of the engines are capable of flying the machine. At 2,000 revolutions the machine can attain a speed of over 95 m.p.h. It is economical too, each engine consuming only 5 1/4 to 5 1/2 gallons of gasoline per hour.

The control cabin is enclosed, and separated from the passenger cabin by a glass paneled door. It has dual control. The body of the machine is all metal with wood facings in the interior. Landing speed is comparatively low, and a comfortable landing can be made at 58 m.p.h. brakes being fitted to the landing wheels for use in small areas. The wing span of the plane is 50 feet 8 inches, the wings being finished off with silver colour toning nicely with the green fuselage. Fuel can be carried for flights of 5 hours' duration.

The machine in which our representative made his flight this morning has been purchased for private ownership from the Far Eastern Aviation Co., Hong Kong, and was piloted by Mr. R. Vaughan-Fowler. These particular machines are extensively used in Africa and Australia, and should find a ready market in the Far East. The engines are made by Messrs. Armstrong-Siddeley Co.

NEW COMMERCIAL PLANE.

Exhibition This Morning at Kai Tak.

MRS. WALTER CAMP PRESENT.

Mr. R. Vaughan-Fowler, managing director of the Far Eastern Aviation Co., Ltd., gave an exhibition of the Company's new commercial plane at the Kai Tak aerodrome this morning. There was a good attendance of "air-minded" people and Pressmen, all of whom were taken over for "joy-rides" and greatly enjoyed the experience.

Mrs. Walter Camp, better known as Miss Ruth Elder, the famous aviatrix, who flew the Atlantic in 1927, and is now here as a tourist on the s.s. Resolute, was amongst the visitors to Kai Tak. She made a tour of inspection and expressed herself as delighted with all she had seen.

KING HONOURS D.B.S. HEADMASTER.

Rev. W. T. Featherstone's New Appointment.

VICAR OF HOOK.

The King has approved the appointment of the Reverend W. T. Featherstone, a former Headmaster of the Diocesan Boys' School and Orphanage, Hong Kong, to the Vicarage of Hook, Surbiton, Surrey.

The parish of Hook, Surbiton, is a suburban and country parish half way between London and Guildford and the Diocese of Southwark. Since his return to England in November last Mr. Featherstone has been priest-in-



Rev. W. T. Featherstone

charge of St. Lawrence, Whitechurch, Little Stanmore, Edgware, which is in the gift of the Bishop of London. Mr. Featherstone was asked to consider staying at Whitechurch but decided to accept the offer of the Crown Living at Hook.

The Reverend W. T. Featherstone, who was senior curate of St. James, Carlisle from 1912 to 1914, came to Hong Kong in 1914 as domestic chaplain to the Bishop of Victoria, Hong Kong, Dr. Lander. From 1915 to 1919 he was chaplain and superintendent of the Missions to Seamen and of St. Peter's Church, Hong Kong; he also acted in 1914 to 1916 as Headmaster and Assistant Master at St. Paul's College. In 1918 he was appointed Headmaster and Chaplain of the Diocesan Boys' School and Orphanage, which is a Colonial Church of England school for boys of all nationalities.

Mr. Featherstone was largely responsible for the building of a very fine new Diocesan School on a site of some 25 acres, given by the Government of Hong Kong, on the mainland at Kowloon. The School was built in 1924 to 1926 at a cost of about \$700,000. Associated in this work with Mr. Featherstone were the Rev. A. J. S. Stearn (now Rector of Broughton, Huntingdon) who was chaplain and Second Master from 1919 to 1923, and the Rev. H. du T. Pynar who was Chaplain and Assistant Master from 1920 to 1923, and Second Master from 1923. Mr. Pynar is now acting as Headmaster.

In 1929, Mr. Featherstone wrote a very interesting book on the History and Records of the School from 1869 to 1929. The book was of particular interest to Old Boys, and of general interest to all in the way it gave an insight into the development of British life and connections in the Far East.

In 1927 the new School was taken over by the British Military Authorities as a Hospital with 450 beds for the Shanghai Defence Force, which was sent East in 1927-1928. The School then had to move into temporary quarters. Since 1929 the School has suffered very heavy financial losses by reason of the drop in value of the Dollar. Mr. Featherstone's services in Hong Kong were marked by various

AUSTRALIAN BOUND OVER.

Revolver Ordered to Be Confiscated.

"HANDS UP!"

Remanded yesterday by Mr. Wynne-Jones, on a charge of being in possession of an automatic pistol and seven rounds of ammunition without a permit from the I.G.P., J. A. Pagett (32), an unemployed mechanical engineer, of Brinda Village, New South Wales, Australia, was brought before Mr. Schofield in the Central Police Court this morning.

Detective-Sergeant Kennedy said that he had seen the Director of Criminal Intelligence (Mr. C. G. Perdue) who stated that he was not pressing the case, and would leave the matter entirely in his Worship's hands.

The Magistrate—in fact, Mr. Perdue accepts what the defendant said at the former hearing—Yes, your Worship.

Asked for the facts, Sergeant M. Flaherty said that on Sunday night he received information that a European was trying to dispose of a revolver. He went out to investigate and met Pagett in Johnston Road, and gave the order "Hands up." Defendant immediately produced a fully loaded revolver and seven rounds of ammunition.

Pagett, replying to his Worship, admitted that he was trying to sell the gun, as he was a little short of money. He explained that he had declared his arms to the Captain of the ship on arrival here, and the "Customs House" officers had said that it was all right. He was unaware of the fact that he was violating the local law.

"I knock about all over the world," said Pagett, "and I carry this revolver for protection. I have never been in trouble, or looked for trouble in any country."

He added that a friend in Canton had promised him a job at the aerodrome as a pilot or mechanic.

His Worship—I think the weapon had better be confiscated.

In reply to Mr. Schofield, Sergeant Kennedy said that Pagett had \$28 on him.

Pagett—That is all the money I have in the world. I have no more, your Worship.

His Worship bound the defendant over in a personal bond of \$100 to be of good behaviour for a year.

and initiative. Both while he was in charge of the Missions to Seamen (1916 to 1919) and as Head of the Diocesan School, he succeeded in winning the interest and support of a strong body of Laymen, and for more than ten years he kept together his staff of English masters practically without a break in their ranks. The Reverend A. J. S. Stearn and Mr. W. A. Bower both had to leave the school because it could not afford married assistant masters.

As Hon. Secretary of the Church Missionary Association, 1915-1919, he was instrumental in raising the annual donations from about \$1,100 to \$4,000 per annum. At the same time, the annual donations to the Missions to Seamen were raised from about \$2,000 to \$5,000 per annum. He served on various other committees and did much work during the war in connection with the Hong Kong Benevolent Society and the Hong Kong Shipping Companies.

MOLLISON'S TRIUMPH IN CAPE TOWN FLIGHT

BREAKS RECORD BY NINE HOURS

MACHINE CRASHES ON BEACH IN THE DARKNESS.

DAZED HERO SAYS "EXCELLENT"

Cape Town, Yesterday.

The record-breaking Australian airman, Mr. J. A. Mollison, passed over the aerodrome at 8.24 p.m. and crashed on a sandy beach. The machine was wrecked but Mollison escaped uninjured and motored to the aerodrome in a dazed condition.

He broke Miss Peggy Salaman's record by nine hours. His West African route of 6,250 miles was about 800 miles less than the route taken by Miss Salaman.

He averaged about 1,400 miles per day during a practically sleepless journey.

Miss Amy Johnson was among the thousands of holiday-makers who welcomed him at the aerodrome.

RESCUED BY COLOURED TAXI-DRIVER.

Huge crowds at the aerodrome were most anxious when Mollison's plane passed over and did not return. Then a taxicab wormed its way through the crowd and a dazed man stumbled out and was taken to a small office, which was at once besieged by the crowd, who realised that it was Mollison in trouble.

It then transpired that the aeroplane had crashed on Sandy Beach in the darkness near to a coloured taxi-driver, who found Mollison unconscious in the cockpit. He shook him back to consciousness and then helped him to scramble out of the machine and drove him to the aerodrome.

Mollison's eyes were bloodshot and his speech incoherent. He was absolutely exhausted when he said to Reuter: "By joy I am glad that I hold colonial records."

He explained that he landed on the beach because he could not face the glare of the lights of

the aerodrome as he had seen all the instruments in duplicate during the last two days as the result of nerve strain.

Miss Amy Johnson, amid thunderous cheers, greeted Mollison by saying: "you wonderful hero."

Mollison asked by how much he had beaten the record and when told merely said: "Excellent" and added that he thought he would do it but did not know whether he would be able to carry on during the previous night when he felt very bad at periods.

The Mayor of Cape Town congratulated Mollison whom the cheering crowd carried to a car which drove off to his hotel—Reuter.

It will be recalled that some months ago Mollison set up a new time for the flight from Australia to England.

The aid of his present record-breaking flight was not only for the glory of achieving a new record, but was made with a view to demonstrating the feasibility of speeding up the air mail service.

ABANDONMENT OF THE GOLD STANDARD.

Inconvertible Paper Currency.

SANTIAGO MOVE.

(Reuter's Special Service.)

Santiago de Chile, Yesterday. The Government Bill to reform currency and foreign exchange regulations providing for a definite abandonment of the gold standard and the establishment of an inconvertible paper currency was passed in both houses to-day, and is expected to become the law this week.

BISHOP QUIMPER RAISES STORM.

Denounces Dancing As Immoral.

WELCOMES ECONOMIC CRISIS.

Paris, Yesterday. A storm of indignation was vented on the head of Bishop Quimper, who denounced dancing and everything connected with it as immoral, and refused the Sacrament to people defying his ban.

Notwithstanding the outcry the Bishop is sticking to his guns. He declared in an interview that he welcomed the economic crisis which will curb the appetites for pleasure.

ROUND HONG KONG'S CINEMA THEATRES

OFFICIAL SOURCES.

"THE SPIDER."

Hailed far and wide was a kaleidoscopic pageant of picture magic, a three ring circus of nerve-snapping suspense and rib-straining hilarity. "The Spider," Fox Films' screen version of the Broadway mystery thriller, opens its long awaited engagement at the King's Theatre to-day.

Edmund Lowe and Lois Moran, the pair who set the moviegoing public on the edge of their chairs in the spectacular "Transatlantic," are featured leads. Lowe has one of the most engaging opportunities of his career in the colourful part of Chattrand, the magician whose act is interrupted by a murder, committed in the aisle of the crowded orchestra. Lois Moran is presented as a sweet young innocent enmeshed in the coils of a very intricate and sinister intrigue.

El Brendel is involved in the proceedings with results which may easily be imagined, and George E. Stone, that excellent character actor, is cast in one of the key positions to the mystery. Warren Hymer's rugged profile is thrust into the turmoil where it does the most good.

William Cameron Menzies and Kenneth MacKenna co-directed "The Spider," their second combined effort for Fox. Their initial venture was the Elissa Landi success, "Always Goodbye." Those who have seen the present picture say that the use which these two have made of the sound camera gives a new extension to the medium, bringing to the spectator of the screen drama that same thrilling sensation of being actually involved in the crime and the subsequent investigation, that was experienced by those who saw the play on the stage.

Barry Connors adapted "The Spider" for pictures from the play by Fulton Oursler and Lowell Brentano.

"HOOK, LINE AND SINKER"

Lavish settings for the movies are not confined to spectacular features.

Farce comedies, such as Radio Pictures' "Hook, Line and Sinker," co-starring Bert Wheeler and Robert Woolsey at the Queen's Theatre, get their share.

A costly hand-painted Viennese boudoir set, imported from Austria, appears in the bedroom of Natalie Moorhead who plays the role of a naughty countess.

Another scene is that inside a grand hotel reproduced on a full and unstinted scale.

AROUND THE WORLD IN 80 MINUTES.

Over fifty trunks were taken by Douglas Fairbanks and his three companions in the expedition for his latest adventure film, "Around the World in 80 Minutes." The trunks include besides all manners of costumes, Doug's weapons for hunting various kinds of wild game, athletic equipments and gifts for the Oriental monarchs who entertained him. The gifts Doug received in return literally doubled the amount of baggage carried on the return to Hollywood. The weapons of ancient warriors, costumes, rich tapestries and jewels, and the trophies of wild beasts he had slain were brought back by Doug in addition to the 200,000 feet of negative from which were taken the 10,000 feet which form his new film.

King Prajadhipok, the fabulously rich ruler of Siam who was a recent visitor around the world, is shown in his royal palace in this film of adventure. The King was one of the rulers who entertained Doug and his party during their camera expedition in search of adventure and thrills which take in Japan, China, Siam, India, Indo-China, the Philippine Islands and other places of interest.

"Around the World" has been shown to crowded houses for a period of ten days and will be running for two more days at the Central Theatre so as to afford those who have not seen it a chance to witness the finest entertainment the screen has yet offered.

"CONFESSION OF A CO-ED."

Phillips Holmes, picked off the campus of Princeton university less than three years ago for a meteoric career in motion pictures, and Norman Foster, alumnus of Carnegie Institute of Technology, play the leading male roles in the first authentic picture of American college life to come to the screen, "Confessions of a Co-Ed."

Featured with them is Sylvia Sydney, who made an instantaneous hit in her first moving picture, "City Streets." She was winning fame as the star of the Broadway production "Bad Girl" when the movies "discovered" her.

"Confessions of a Co-Ed," which will show at the King's Theatre, starting Thursday next, is the intimate story of an anonymous college girl, taken from her day-to-day diary. For obvious reasons the author's name must remain hidden, but her story, highly dramatic and intensely emotional as it is, reflects the actual conditions existing in the modern American college.

Sylvia Sydney meets and falls in love with Phillips Holmes, and Norman Foster persists in Claudia in Claudia Dell, a sorority sister and professed friend, Sylvia encourages both young men, and when Holmes is expelled from college, gives all her attention to Foster.

The tangled situation is intensified when Holmes returns to find her the bride of his rival.

"ALIBI"

Mercia Swinburne, who plays in "Alibi," Britain's latest murder mystery, has the reputation of being one of the best dressed actresses on the English stage. Cinema audiences will be privileged to see her wear some striking models in this film. Mercia always chooses clothes to express her personality, and consistent with her unusual dark beauty.

This is not to say that Mercia Swinburne is not also one of our most charming and sincere actresses, and when her performance in "Alibi" is seen on Thursday at the Queen's Theatre, the public will immediately realise that a new star has arisen.

YESTERDAY'S SOLUTION.

SIMPLE PRAISE
AT RAG RID OS
U SINGLETON T
CRUDE E ERASE
EASE OAT ERIC
REP ANNAL RPM
EARS PISAL
ARC TENET TOE
RATE TAR PINS
ITEMS M CAVES
S DEPRECIATE A
EM NEE ARE RY
NEEDED NERVES

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres (845 K.C.'s):—

5-8 p.m.—European Programme.
5-5.15 p.m.—Orchestral.
Carneval Overture (Dvorak),
Chicago Symphony Orchestra
6560.

Merry Wives of Windsor (Nicolai),
Victor Symphony Orchestra
35764.

5.15-7 p.m.—(Approx.)
Relay of "The Spider" from the
King's Theatre by courtesy of
the Management.

7.5-7.20 p.m.—Vocal Gems.
Blossom Time,
Victor Light Opera Company
The Yankee Princess,
Victor Light Opera Company
35722.

My Maryland,
Victor Light Opera Company
Rio Rita,
J. Harold Murray and Victor
Light Opera Company 35816.

7.20-7.35 p.m. Hawaiian Music.
Palolo-Hula,
Lepe Ulaula,
Sam-Ku-West Harmony Boys
21419.

Honolulu March,
Kohala March,
Frank Ferrera and John K.
Paaluh (Hawaiian Guitars)
20027.

7.35-8 p.m.—Concert Items.
Song—
Beautiful Isle of Somewhere
(Pounds-Fearis),
God Will Take Care Of You
(Martin-Martin),
Marion Talley (Soprano) 1248.

Violin Solo—
Caprice Antique (Balogh-
Kreislser),
Legend of the Canyon (Cadmán),
Fritz Kreisler 1093.

Song—
Who is Sylvia? (Shakespeare-
Schubert),
None But a Lonely Heart
(Tschakowsky),
John McCormack (Tenor)
1306.

Piano Solo—
Album Leaf (Grieg),
Capriccio (Brahms),
Harold Bauer 1413.

8 p.m.—Local Time.
8.3-11.30 p.m.—Relay from the Ko
Shing Theatre.

11.30 p.m.—Close Down.
All Victor Records in the above
European Programmes are kindly
supplied by the Tsang Fook Piano
Co.

50,000 MILES A SECOND.

The "Post Office Engineers' Journal" reports an interesting experiment in the measurement of the speed of an electric current which took place last year in Australia. The main trunk telegraph system of Australia consists of a series of channels, which extend from Perth to Adelaide, thence to Melbourne and Sydney. By "hooking up" all those circuits a continuous "line" 36,440 miles long was obtained; this began and terminated in the Central Research Laboratory at Melbourne.

In addition to traversing the circuit the current had to pass through 76 sending and receiving relays, and as a minute fraction of delay in the transmission occurred at each of these the speed recorded would naturally be slightly below that which would have been obtained over a really continuous line. The time taken during the experiment varied from 0.706sec. to 0.712sec., so that a speed of 51,300 miles a second was achieved. The measurements were taken with a Westinghouse oscillograph.

A DEAD SEA IN RAJPUTANA.

Strange Body of Water
Near Delhi.

BIG SALT DEPOSIT.

In the heart of Rajputana where rainfall is scarce and deserts plentiful, tucked away between the states of Jaipur and Jodhpur and less than 200 miles from Delhi stretches a vast salt lake covering several square miles.

It is fed from tributary streams draining over 2,000 square miles of surrounding country and which flow for only a week or two during the rainy season.

The fresh water rushes down the sun scorched lake bed and then quickly percolates several feet into the silty clay. In doing so it absorbs a certain amount of salinity of which the clay is formed. This process continues until the fresh water is gradually transformed into salty brine.

Yet strange to say only a few feet away from the precincts of the lake, drinking water wells are sunk which yield beautifully fresh water without a trace of salt.

Although several theories have been advocated, it has not been established how this salt-bearing silt came to be formed at this particular spot. Nor is it known how long it has existed but the ruins of an improvised fort in the vicinity dates back to the Mogul period.

700 Miles From Sea.
But the unaccountable fact remains that nearly 700 miles from the sea exists this large and interesting salt lake offering special facilities for the extraction of one of the most essential elements of our daily food.

These natural facilities were quickly perceived and salt works were started over 50 years ago which have been gradually extended and brought up to date.

The lake is now divided into numerous small sections demarcated by low earth walls. They contain a pinky liquid which is kept at a certain level for a considerable time. It is then allowed gradually to evaporate through the action of the sun.

The residue that remains is a salt crust, two or three inches thick, which is dug up, loaded into trucks and hauled away by a small railway to a special store. Here great hills of salt have been formed by accumulation and on which the railway lines are laid and over which both trucks and locomotives pass daily.

The value of the lake has rapidly increased and as a salt providing source is of considerable importance. Over 250,000 tons of salt from here are consumed annually in the United Provinces and elsewhere.

As the importance of the lake has grown, so have the inhabitants of the adjacent town become more opulent. A large, flourishing white city, inhabited essentially by salt dealers and work people employed at the salt works, has come into existence.

Escaping from its cage on a fair ground at Walsall, Staffordshire, a lion went for a *pat taeo*. A woman found it asleep in her garden and when she touched it it rose and followed her into the house. When it came into the light she saw it was a lion, screamed, ran into another room, and slammed the door. Police were summoned and the lion's cage was brought to the house. The lion, which had been roaming about the rooms, walked quietly into its cage. It had only broken a vase, and a picture glass.

SHADOWS BEFORE

COMING EVENTS ADVERTISED
IN CHINA MAIL.

Social Functions.

To-day—Tea Dances at Hong Kong Hotel and King's Restaurant; Dinner Dances at Hong Kong, and Peninsula Hotels and King's Restaurant.

Entertainments.

To-day—King's Theatre:
"The Spider."

To-day—Queen's Theatre:
"Hook, Line and Sinker."

To-day—Central Theatre:
"Around the World in 80 Minutes."

To-day—Majestic Theatre:
"Charley's Aunt."

To-day—Star Theatre:
"Strictly Unconventional."

Home Malls.

To-day—Inward from Europe via Siberia (Felix Roussel).

Meetings.

To-day—Hong Kong General Chamber of Commerce, Chartered Bank Bldg., 5 p.m.

To-day—Hong Kong Automobile Association, Messrs. Jardine Matheson's Board Room, 5.30 p.m.

To-morrow—Hong Kong Fire Insurance Co., Ltd., Messrs. Jardine's offices, noon.

To-morrow—Society of St. George, Messrs. Jardine, Matheson's Board Room, 5.30 p.m.

To-morrow—Union Waterboat Co., Ltd., Messrs. Dodwell & Co., Ltd., 3 p.m.

March 31—Hong Kong & Whampoa Dock Company, Ltd., 2, Queen's Building, 11 a.m.

March 31—Green Island Cement Co., Ltd., Exchange Building, Des Voeux Road, noon.

April 13—China Entertainment & Land Investment Co., Limited, extraordinary meeting, King's Theatre Building, 5th floor, noon.

Lammerts' Auctions.

March 31—At Sales Room, postage stamps, 5.15 p.m.

March 31—At 1, Torres Buildings, Kowloon, household furniture, 10.30 a.m.

KING'S THEATRE

COMMENCING
SUNDAY, 3rd APRIL.

"SUNSHINE SUSIE"

A BRITISH PICTURE.



RENATE MULLER
with
Jack Hulbert,
Owen Nares.

Fun You'll delight in —
music you'll adore.

PLANS NOW OPEN
BOOK EARLY.

THE HONG HONG

PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL;

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;

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A Select Private Hotel furnished with an eye to the comfort of its tenants. Single and double suites of rooms with private bathrooms attached.

THE HARBOUR VIEW PRIVATE HOTEL

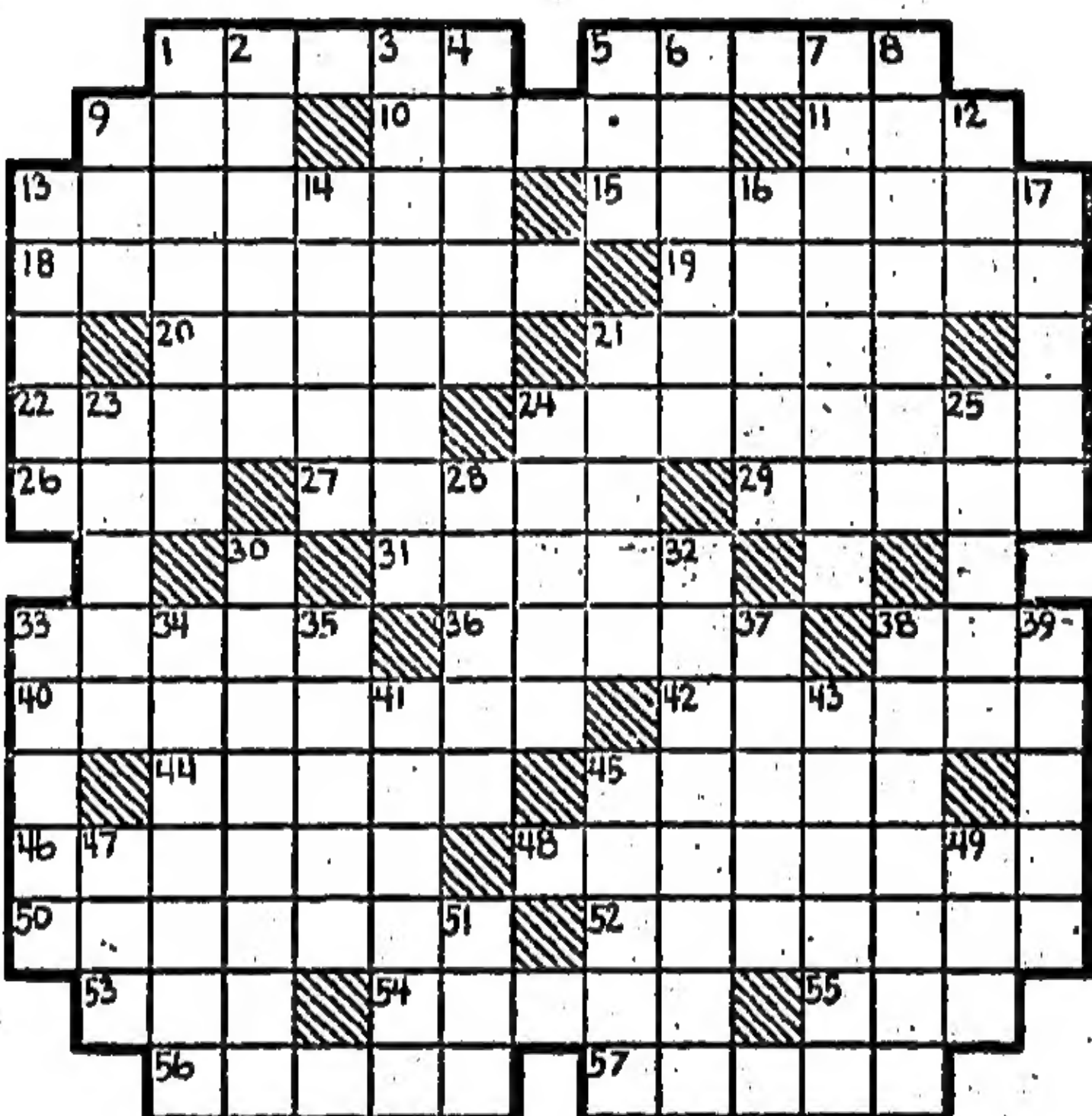
9-12, Chatham Road, Kowloon.

Finest situation on the Peninsula. Large Airy Rooms with Full Benefit of the Cool Sea Breeze. Unequalled Cuisine.

Phone Tel. 56734 Proprietress:—Mrs. Gardiner. Cable Add. "Harview."

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and alibi.)



HORIZONTAL

1-Harvest
5-Pointed weapon
9-Metric land measure
10-Wanderer
11-Encountered
12-More weighty
15-Emulated
16-Rose
19-Wish
20-African village
21-A division of Germany

22-Gift
24-Joyful celebration
27-Entrust
28-Walrus
29-Concerning
31-Girl's plaything (pl.)
32-Withers
36-Nuisance
38-Desert
40-Made ready
42-Put a new face on
44-Underground cavities
45-Type of car
46-Scented

48-Scented

HORIZONTAL (Cont.)

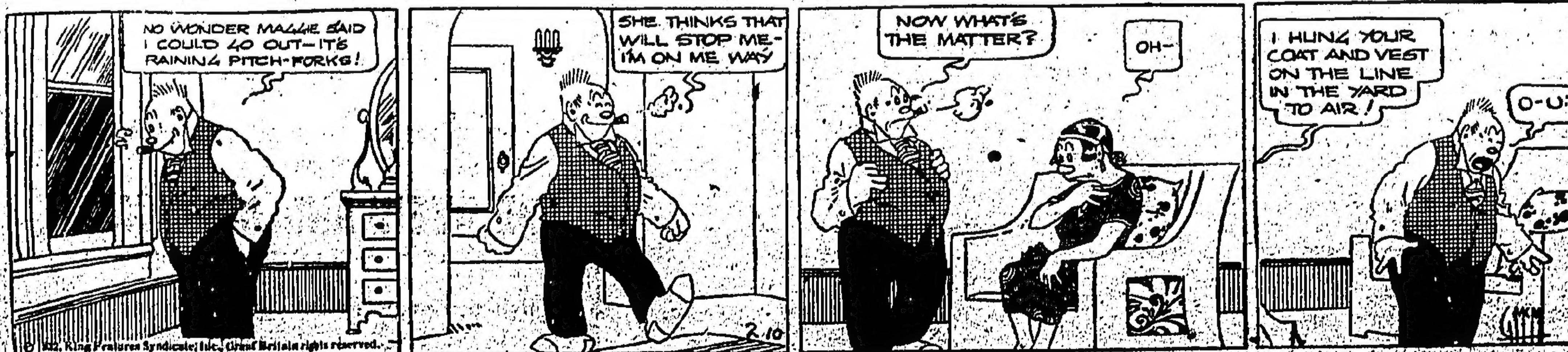
49-Loaded again
52-Reformer
53-Negative
54-Bird of prey
55-Scotch form of John
56-Paper measurement (pl.)
57-Borders

1-Sharp, slight explosive noise
2-Worship
3-Dated in advance
4-Reddish brown (Var.)
5-Series (abbr.)
6-Indulges in display
7-Piling up
8-Alleviate
9-Bronze coin of ancient Rome
12-Terrace (abbr.)
13-Stops
14-Silly

16-Roman goddess of the hearth
17-Distributed
21-Leans on one side
22-Boring tool
24-Placed for future reference
25-Caper
28-Cables
30-Dialect
32-Ran in a current
33-Wild animal track (S. Afr.)
34-Tint again
35-Preserved
37-Coarse grass
38-Soaked bread flavored with wine
39-Fisher for lampreys
41-Ransom
43-Familiar form of Frances
45-Vapid
47-Lair
48-Half a score
51-National Academy of Sciences (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

Bringing Up Father.



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SENSATIONAL DEFEAT OF CLUB.

DISMISSED FOR 98

KOWLOON'S AMAZING
RECOVERY

FOLLOW-ON ENFORCED

At the K.C.C. yesterday the Kowloon Cricket Club snatched a sensational victory by 21 runs after being forced to follow on in the two day fixture against the Hong Kong Cricket Club.

At the close of play on Saturday the home side required 42 runs to save the follow on with four wickets in hand. Yesterday they failed by 3 runs to gain the necessary total and Owen Hughes forced the follow on. Runs came freely and when the innings closed for 222 Hong Kong required 120 runs for victory with 100 minutes play before them. Brilliant fielding and steady bowling, however, told their tale and the strong Hong Kong batting side was dismissed for 98 runs. Ride, who hit nine boundaries in his undefeated innings for 42 runs played an invaluable knock for his side and was distinctly unfortunate in not being able to find anyone to stay with him.

Scores:—

Hong Kong C.C. 1st Innings.			
E. R. Duckitt, b Burnett	1		
J. E. Richardson, b Burnett	38		
L. T. Ride, b Madar	11		
G. R. Sayer, b Lyal	89		
A. C. Hamilton, c & b Madar	10		
R. H. Griffiths, l.b.w., b Lyal	0		
H. Owen Hughes, c Madar, b Goodwin	17		
E. J. R. Mitchell, not out	52		
A. C. Beck, b Goodwin	15		
A. Reid, st. Hunter, b Lyal	22		
D. McLellan, st. Hunter, b Lyal	11		
Extras (B11 NB2)	13		
Total	277		

Fall of the wickets:—1 for 5, 2 for 37, 3 for 70, 4 for 84, 5 for 87, 6 for 124, 7 for 172, 8 for 221, 9 for 254.

BOWLING ANALYSIS.			
	O.	M.	R.
*Burnett	22	4	74
Lyal	20	5	86
Madar	12	1	52
Goodwin	8	0	35
Smith	4	0	17

* bowled two no balls.

K.C.C.—1st Innings.			
E. C. Fincher, l.b.w., b Beck	13		
N. A. E. Mackay, c Owen Hughes, b McLellan	26		
E. F. Fincher run out	44		
P. Madar, c Reid, b Beck	0		
F. S. W. Smith, c Richardson, b Beck	0		
J. C. Lyal, run out	24		
F. Goodwin, c & b Beck	0		
G. C. Burnett, c Griffiths, b Beck	27		
J. Hunter, l.b.w., b Beck	0		
G. A. White, not out	0		
A. Howe, b Beck	0		
Extras (B24, LBS)	27		
Total	174		

* Bowled one no ball.

KOWLOON GOLF
CLUB.Result of Captain's
Cup.

OPEN FOURSOMES DRAW.

The winner of the Captain's Cup, of the Kowloon Golf Club was decided on Sunday when W. Hyde and J. H. Russell contested the final over 36 holes. On the whole honours were pretty even, but superior play in the last round put Hyde in the lead and he eventually won by three and two.

Hong Foursomes.

In the semi-final round of the Hong Foursomes Mustard & Co. (McKnight and Cave) defeated the P.W.D. (Johnstone and Simpson) while the Godown Co. (Groves and Eastman) accounted for the China Light & Power (Taylor and

Angus). The final will be decided over 36 holes on April 10.

Open Foursomes Draw.

The following is the draw for the Open Foursomes, the first round to be played on or before April 3:—

1st Round.

P. Planner and Partner v. T. J. Price and E. R. Price.
R. G. Craig and T. Mitchell v. W. S. Hillier and S. McNider.
J. Gellatly and G. D. Reid v. H. S. Dinsdale and W. J. Woolley.
L. Jack and J. S. Smith v. A. A. Laughton and W. Groves.
D. C. Wilson and J. D. Thomson v. G. E. L. Johnston and W. C. Simpson.

The following have received byes:—

H. T. Buxton and J. H. Russell.
T. P. Sanderson and W. Stoker.
V. H. Mundy and H. Hampton.
A. L. G. Eastman and A. T. Bralley v. W. E. Kerr and Torrible.
J. L. Litten and J. Urquhart v. A. E. Charman and Bulky.
W. L. Ramsey and Linn v. Lewis and R. Sapsed.
J. McKelvie and W. Taylor v. Bishop and Wedlock.

JEWISH OLYMPIAD
TO-DAY.Twenty-Two Countries
Represented.

THREE DAYS MEETING.

(Reuter's Special Service).

Jerusalem, Yesterday.
The first organised demonstration of the athletic spirit of Jewish youth begins at Tel Aviv tomorrow, when 300 competitors, among whom are many well-known athletes including ten Jewish Champions, will compete in the Jewish Olympiad which is lasting for three days.

Twenty countries, including England, Australia and America, have sent teams.

\$40,000 HORSE DIES
FROM FALL.Captain Cuttle the 1922
Derby Winner.

THIRTEEN YEARS OF AGE.

(Reuter's Special Service).

Rome, Yesterday.
Captain Cuttle, winner of the Derby in 1922, has died at Maresford Stud as the result of a fall. Captain Cuttle was thirteen years of age and was sold by Lord Woolavington five years ago to an Italian breeder for \$40,000.

ARMY SOCCER CUP
FINAL.Sherwood Foresters'
Third Successive Win.

NEW RECORD.

Aldershot, Yesterday.
In the Army Soccer Cup Final at Aldershot the 1st Bn. Sherwood Foresters (Shorncliffe), created a new record by winning the cup for the third successive year when they beat the 1st Bn. Duke of Wellington's (Aldershot), by three goals to one to-day.—Reuter.

CLUB SECONDS BEAT
BORDERERS.Hill Scores Twice in
Great Display.

YESTERDAY'S HOCKEY.

At King's Park yesterday afternoon, in a holiday hockey fixture, the Hong Kong Hockey Club second eleven defeated the South Wales Borderers, who only fielded ten men, by the odd goal in five, in a very fast game. In the first half Johnson netted for the Borderers, Hill replying for the Club, the score at half-time being one-all. In the second half Hill gave the Club the lead as the result of a fine solo effort. The soldiers scored through Lt. De Winton, but the point was disallowed for offside. After numerous raids on either goal, Stock, coming in from the left, increased the Club's lead. Shortly before the end, however, Lt. De Winton decreased the deficit with a fast rising shot from the

Result:—
Club 11..... 3
S. W. Bord..... 2

TENNIS PROGRAMME

TO-DAY.

Open Singles.
T. Honda v. Ng Sze-cheung.
Club Championship.
A. L. Sullivan v. J. Valentine.
Handicap Singles "B".
Ferguson v. Cleland.
McBride v. Williams.
Wood v. Clarabut.
Handicap Doubles.
Robb and Bryden v. Sewell and Wright.
Lecky and Waite v. Fox and Stubb.
Barton and Bradley v. James and McKay.
Handicap Mixed Doubles.
Beggan and Mrs. James v. Mr. and Mrs. McKay.

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Yesterday's Games.

ENGLISH LEAGUE.

London, Yesterday.		
Division I.		
Aston Villa	2	Sunderland 0
Blackburn R.	1	Sheffield U. 2
Derby C.	1	Arsenal 1
Liverpool	0	Huddersfield 3
Manchester C.	2	Birmingham 1
Middlesbrough	4	Grimsby T. 0
Portsmouth	2	Blackpool 2
Wednesday	6	West Ham 1
W. Bromwich	1	Everton 1

Division II.		
Barnsley	3	Port Vale 0
Bradford C.	4	Leeds United 1
Bristol City	1	Burnley 6
Charlton A.	1	Manchester U. 0
Chesterfield	3	Preston N.E. 1
Notts County	0	Bury 1
Plymouth A.	5	Oldham A. 0
Southampton	4	Nottingham F. 0
Stoke City	2	Tottenham H. 2
Swansea Town	4	Millwall 0
W. Hampton W.	6	Bradford 0

Division III. (South)		
B.mouth & B.A.	2	Swindon T. 1
Cardiff City	1	Gillingham 0
Coventry C.	4	N. Hampton T. 1
Exeter City	4	Reading 0
Fulham	8	Thames 0
Man. field T.	5	Luton T. 2
Norwich C.	3	Crystal Palace 2
Queen's P.R.	3	Clapton O. 0
Southend U.	1	Brentford 0
Torquay U.	8	Bristol Rovers 1
Watford	2	Brighton 2

Division III. (North)		
Barrow	4	Hartlepool U. 1
Gateshead	3	Darlington 0
Doncaster R.	3	Southport 2
Hull City	1	Walsall 2
Hull City	0	Chester 2
Rochdale	3	Turk City 5
Rotherham U.	4	Carlisle U. 1
Tranmere R.	4	Crewe A. 1
Wrexham	2	Stockport C. 1

SCOTTISH LEAGUE.

First Division.		
Third Lanark	4	Rangers 3
Partick T.	2	Queen's P.R. 1
Celtic	1	St. Mirren 0

ARSENAL AND EVERTON COLLECT POINTS

Aston Villa's Success

FULHAM TROUNCE THAMES AFTER PREVIOUS DRAW.

FULL RESULTS OF HOLIDAY PROGRAMME

SATURDAY'S GAMES.

SCOTTISH CUP.

Semi-Final Round.		
Hamilton A.	2	Rangers 5
(at Celtic Park).		
Airdrieonians	2	Kilmarnock 3
(at Firhill Park).		

ENGLISH LEAGUE.

First Division.		
Aston Villa	2	West Brom. 0
Bolton W.	3	Sheffield U. 1
Chelsea	0	Everton 0
Grimsby T.	2	Manchester C. 1
Huddersfield	1	Portsmouth 0
Leicester C.	3	Birmingham 1
Liverpool	1	Sunderland 2
Middlesbrough	0	Blackburn R. 2
Newcastle U.	3	Derby C. 3
Wednesday	3	Blackpool 0
West Ham	1	Arsenal 1

Second Division.

Bradford	2	Bristol C. 0
Burnley	1	Bradford C. 1
Charlton A.	3	Notts County 1
Chesterfield	1	Millwall 0
Manchester U.	5	Oldham A. 1
Notts Forest	2	Port Vale 1
Preston N.E.	0	Leeds U. 0
Southampton	3	Swansea T. 0
Stoke City	2	Barnsley 0
Tottenham H.	0	Bury 0
Wolves	2	Plymouth A. 0

Third Division (South).

Bournemouth	1	Northampton 1
Brighton	4	Thames 1
Bristol R.	3	Luton Town 1
Clapton O.	5	Coventry C. 2
Crystal Pal.	1	Reading 0
Mansfield T.	1	Fulham 2
Norwich C.	1	Brentford 0
Queen's P.R.	2	Cardiff C. 3
Swindon T.	2	Exeter C. 1
Torquay U.	1	Gillingham 0
Watford	1	Southend U. 1

Third Division (North).

Accrington S.	4	Halifax T. 0
Carlisle U.	0	Gateshead 0
Crewe A.	3	New Brighton 2
Doncaster R.	2	Hull City 1
Rochdale	0	Barrow 6
Southport	1	Lincoln City 1
Stockport C.	1	Darlington 0
Tranmere R.	5	Hartlepool U. 0
Wrexham	5	Walsall 1
York City	3	Chester 1

SCOTTISH LEAGUE.

First Division.		
Falkirk	9	Leith Ath. 1
Heart of Midlothian	1	Ayr United 1
Morton	6	Queen's Park 2
Motherwell	4	Dundee 0
Third Lanark	4	St. Mirren 0

Friday's Games.

ENGLISH LEAGUE.

London, Friday.

First Division.		
Arsenal	2	Derby City. 1
Blackpool	1	Portsmouth 1
Chelsea	3	Bolton W. 0
Everton	2	West Brom. 1
Grimsby T.	2	Middlesbrough 0
Newcastle U.	3	Leicester C. 2
Sunderland	1	Aston Villa 1
West Ham	1	Wednesday 2

Second Division.

Burnley	1	Bristol C. 2
Bury	2	Notts County 1
Manchester C.	0	Charlton A. 2
Millwall	3	Swansea T. 1
Notts Forest	2	Southampton 0
Oldham A.	1	Plymouth A. 3
Port Vale	3	Barnsley 0
Preston N.E.	2	Chesterfield 2
Tottenham H.	3	Stoke City 3

Third Division (Southern).

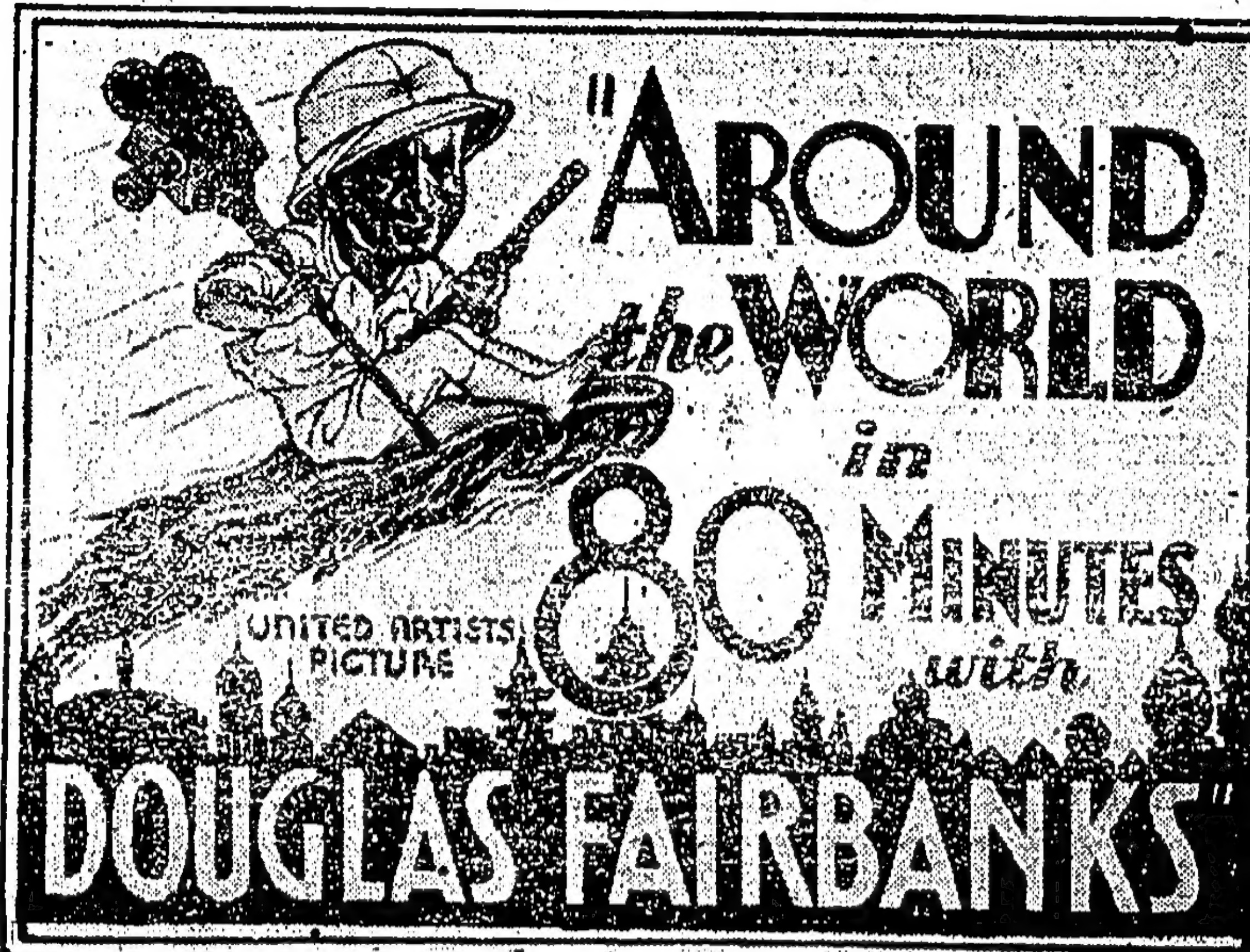
Brentford	2	Southend U. 3
Brighton	2	Watford 1
Bristol R.	1	Torquay U. 1
Clapton O.	3	Queen's P.R. 0
Crystal P.	3	Norwich C. 1
Gillingham	1	Cardiff C. 1
Luton Town	3	Mansfield T. 1
Reading	2	Exeter C. 0
Swindon T.	3	Bournemouth 0
Thames	0	Fulham 0

Third Division (Northern).

Carlisle U.	1	Rotherham U. 2
Chester	2	Hull City 0
Crewe A.	0	Tranmere R. 0
Darlington	1	Gateshead 2
Hartlepool U.	0	Barrow 2
Lincoln City	5	Accrington S. 1
Southport	5	Doncaster R. 0
Stockport C.	5	Wrexham 1
York City	5	Rochdale 2



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"COCK OF THE AIR"

with CHESTER MORRIS & BILLIE DOVE.

The Race Meeting Yesterday.
Full Results.

Mrs Bay Handicap.		
A. M. L. Soares's Sadko 155 lb.	1	(Mr. A. W. da Rosa)
L.T.F.'s Gold Key 144 lb.	2	(Mr. Pan)
Dynasty's King's Bounty 150 lb.	3	(Mr. Chang)
Also ran:—Fortune Bay 148 lb. (Mr. Frost); Gay Crusader 150 lb. (Mr. Proulx).		
Won by 1/2 length; 1 1/2 lengths. Time: 2:32.4 mins.		
Parimutuel:—Winner \$19.50; Places, 1st \$11.50; 2nd \$16.60.		

Canterbury Park Handicap.		
L. A. H. Wright's Lady Glitters 150 lb.	1	(Mr. Frost)
Seth's But After That 162 lb.	2	(Mr. Miles)
Chan Wai-sung's Canny 140 lb.	3	(Mr. Ip Kui-ying)
Also ran:—Choy Pak 158 lb. (Mr. Charles); Joaquim 144 lb. (Mr. Fung); Anniversary Eve 170 lb. (Mr. Chang); Tai Ping 143 lb. (Mr. Proulx); Tin Tac 140 lb. (Mr. S. Y. Liang); Senorita 144 lb. (Mr. Noronha); Lung Mui 144 lb. (Mr. Pan).		
Won by 3/4 length; 1 1/2 lengths. Time: 2:09.2 5 mins.		
Parimutuel:—Winner \$13.80; Places, 1st \$7; 2nd \$8; 3rd \$9.80.		

Gin Drinkers Bay Plate.		
L. Reidy's Bag and Baggage 146 lb.	1	(Mr. Charlesley)
Chan Wai-sung's Nippy 155 lb.	2	(Mr. Botelho)
Tally Ho's Valorous 158 lb.	3	(Mr. Corbett)
Also ran:—Sanction 145 lb. (Mr. Choy); Peppermint 152 lb. (Mr. Noronha); Tiana 158 lb. (Mr. Butler); The Tiger 151 lb. (Mr. Carroll); Mon Talisman 145 lb. (Mr. A. M. L. Soares); King's Service 145 lb. (Mr. Chanson); Paul Pry 149 lb. (Mr. Rees).		
Won by 3 lengths; 2 lengths. Time: 1:59.4/5 mins.		
Parimutuel:—Winner \$10.70; Places, 1st \$7.20; 2nd \$20.80; 3rd \$7.50.		

Mrs Bay Handicap.		
L. & L.'s Mistletoe 155 lb.	1	(Mr. Ip Kui-ying)

Gink's Highjinks 152 lb.	1	(Mr. Frost)
H. S. Chan's Pocahontas 155 lb.	2	(Mr. Charles)
Also ran:—Movie Star 140 lb. (Mr. Black); Gee Gee 145 lb. (Mr. Pan); Blue Plane 159 lb. (Mr. Caplan); Dan'l Whiddon 140 lb. (Mr. Fung); Friar John 141 lb. (Mr. Miles); Vim 145 lb. (Mr. Liang); Gold Cup 143 lb. (Mr. Proulx); Kanpaz 148 lb. (Mr. Chang); Hirwezo 148 lb. (Mr. Ahern); Trigo 140 lb. (Mr. A. W. da Rosa); The Crook 148 lb. (Mr. Harriman); White Label 146 lb. (Mr. Charlesley); Gamster 140 lb. (Mr. Butler); Malakut 140 lb. (Mr. Noronha); Jupiter 148 lb. (Mr. Fawcett); Estrellita 145 lb. (Mr. Botelho).		
Won by 5 lengths; 2 lengths. Time: 1:32.2 mins.		
Parimutuel:—Winner \$23.20; Places, 1st \$9.50; 2nd \$11.60; 3rd \$16.90.		

Starling Stakes.		
Swatow & Pakhoi's Chiu Quan 159 lb.	1	(Mr. Proulx)
C.C.C.'s Amoy 154 lb.	2	(Mr. Ip Kui-ying)
Bellamy & Gordon's Helvellyn 162 lb.	3	(Mr. Botelho)
Also ran:—Until Then 155 lb. (Mr. Miles); Lucky Bird 158 lb. (Mr. Pan); The Rainstorm 162 lb. (Mr. Chang); De Bene 159 lb. (Mr. Liang); Valley Hall 161 lb. (Mr. Caplan); Sunbeau 155 lb. (Mr. Frost); Hosordy 158 lb. (Mr. Harriman); Banjolina 159 lb. (Mr. Butler); Golden Arrow 163 lb. (Mr. A. W. da Rosa).		
Won by 1/2 length; 1 length. Time: 2:19.4 mins.		
Parimutuel:—Winner \$12.40; Places, 1st \$8.20; 2nd \$17.00; 3rd \$43.00.		

Easter Stakes.		
L. Dunbar's Glenoagies 160 lb.	1	(Mr. Frost)
Dynasty's Hetman 160 lb.	2	(Mr. Chang)
Eve's Boxing Eve 160 lb.	3	(Mr. Charles)
Also ran:—Little Thunder 160 lb. (Mr. Botelho).		

Won by short head; 4 lengths. Time: 2 mins. 2 secs.
Parimutuel:—Winner \$7.00; Places, 1st \$5.10; 2nd \$5.10.

Mrs Bay Handicap.		
Helenside's Helter Skelter 152 lb.	1	(Mr. Frost)
E. L. Hosie's Philanderer 165 lb.	2	(Mr. Miles)
L.T.F.'s Gold Bar 155 lb.	3	(Mr. Pan)
Also ran:—Echo 142 lb. (Mr. Proulx); City of Shanghai 143 lb. (Mr. Fung); Amon 140 lb. (Mr. Lee); Buchanan 153 lb. (Mr. Soares); Ghost Train 140 lb. (Mr. A. W. da Rosa); Mongolian Stag 145 lb. (Mr. Charlesley); Jimmy 148 lb. (Mr. Harriman); Whoopee 147 lb. (Mr. Butler); Little Gem 140 lb. (Mr. Liang); Country Club 140 lb. (Mr. Rafeek); Scappit 147 lb. (Mr. Noronha); Valeta 143 lb. (Mr. Black); Celerity 140 lb. (Mr. Botelho); Blue Heaven 148 lb. (Mr. Palmer); Fighting Blood 153 lb. (Mr. Ip Kui-ying); Shanghai Beau 145 lb. (Mr. Fawcett); Heliotrope Leaf 158 lb. (Mr. Reidy); Gallant Fox 158 lb. (Mr. Chang).		
Won by many lengths; 3 lengths. Time: 1:29.4 mins.		
Parimutuel:—Winner \$10.70; Places, 1st \$6.50; 2nd \$11.70; 3rd \$8.10.		

Canterbury Park Handicap.		
L. Reidy's Season Ticket 158 lb.	1	(Mr. Reidy)
Chan Tin-sun's Woodland Stag 158 lb.	2	(Mr. Frost)
Kong Bros.' Polar Star 168 lb.	3	(Mr. Pan)
Also ran:—Kilrea 143 lb. (Mr. Palmer); Manna 140 lb. (Mr. A. W. da Rosa); Sunlight 148 lb. (Mr. Butler); Friar Tuck 142 lb. (Mr. Proulx).		
Won by 1 1/2 lengths; 3 lengths. Time: 2 mins. 13/5 secs.		
Parimutuel:—Winner \$28.30; Places, 1st \$5.10; 2nd \$5.10; 3rd \$5.10.		

Mrs Bay Handicap.		
Tally Ho's Daylight Eve 145 lb.	1	(Mr. Palmer)
W. T. Stanton's Mike 145 lb.	2	(Mr. Ip Kui-ying)
H. S. Chan's Racing Boy 143 lb.	3	(Mr. Butler)
Also ran:—Little Beaver 160 lb. (Mr. Corbett); Wonderful Stag 145 lb. (Mr. Fung); Paul Pry 147 lb. (Mr. Harriman); Lunar Star 145 lb. (Mr. Pan); Workable Stag 151 lb. (Mr. Frost); Adam 145 lb. (Mr. Proulx); Champagne Bay 165 lb. (Mr. Reidy); Dee 148 lb. (Mr. Chang); Princess Hall 160 lb. (Mr. Chang).		

Mrs Bay Handicap.		
Tally Ho's Daylight Eve 145 lb.	1	(Mr. Palmer)
W. T. Stanton's Mike 145 lb.	2	(Mr. Ip Kui-ying)
H. S. Chan's Racing Boy 143 lb.	3	(Mr. Butler)
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lb. (Mr. A. W. da Rosa); Tontine 155 lb. (Mr. Liang).
Won by a head; 1/2 length. Time: 2:02.1 mins.
Parimutuel:—Winner \$1,505.10; Places, 1st \$138.80; 2nd \$62.50; 3rd \$18.50.

Tolo Plate.		
Bellamy & Gordon's King's Parade 164 lb.	1	(Mr. Chang)
Li & Li's Deveron 165 lb.	2	(Mr. Ip Kui-ying)
Samson's Alexandra Hall 153 lb.	3	(Mr. Botelho)
Also ran:—Ajax 161 lb. (Mr. Charles); Festival Eve 155 lb. (Mr. Proulx); Holo 158 lb. (Mr. Soares); Indiana 163 lb. (Mr. Fung); Myrtle Leaf 160 lb. (Mr. Butler); Fowhatan 161 lb. (Mr. Corbett); The Shoveller 158 lb. (Mr. Frost); Toby 158 lb. (Mr. Pan).		
Won by 3/4 length; 1/2 length. Time: 2 mins. 37.1/5 secs.		
Parimutuel:—Winner \$26.90; Places, 1st \$8.50; 2nd \$6.00; 3rd \$21.10.		

Mrs Bay Handicap.		
Li & Li's Don 165 lb.	1	(Mr. Ip Kui-ying)
Tester & Abraham's The Lion 145 lb.	2	(Mr. Charlesley)
Aitch Aitch's Chivalrous 160 lb.	3	(Mr. Charles)
Also ran:—African Eve 148 lb. (Mr. Ahern); Amos 140 lb. (Mr. Lee); Bluelove 140 lb. (Mr. Fung); Cabinet Hall 145 lb. (Mr. Botelho); Cebu 140 lb. (Mr. Noronha); Christmas Belle 143 lb. (Mr. Palmer); Devon 140 lb. (Mr. Black); Gold Ring 145 lb. (Mr. Pan); Imperial Hall 147 lb. (Mr. Harriman); Just Imagine 140 lb. (Mr. Rafeek); Navy Hall 151 lb. (Mr. Chang); The Godwall 140 lb. (Mr. Butler); Venus 150 lb. (Mr. Fawcett); Wembley Stag 150 lb. (Mr. Frost).		
Won by 4 lengths; 1 1/2 lengths. Time: 2 mins. 02 secs.		
Parimutuel:—Winner \$14.40; Places, 1st \$7.20; 2nd \$77.90; 3rd \$8.50.		

THE CASH SWEEPS.

Complete List of the Winning Numbers.

Race 1.		
No. 84		\$960.40
" 833		274.40
" 299		187.20
Unplaced ponies (\$50 each) :-		
Nos. 330, 184.		
Race 2.		
No. 159		\$978
" 204		278
" 14		189

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DOURO	\$58.00	\$5.00
OLD RUBY	53.00	4.60
FINE OLD RUBY	57.00	4.95
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CHOICE OLD	80.00	6.80
VERY FINE OLD TAWNY	87.00	7.40

So! drink it then, and let us always be
Quite free and jovial and happy.
Should we know of a friend who is gloomy and sad,
Give him wine, and for choice, the best to be had,

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Hose in Cotton, Lisle,
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HONG KONG.

The China Mail.

Hong Kong, Tuesday, March 29, 1932.

Protection.

Some two weeks ago a letter appeared in our morning contemporaries advocating a certain measure of Protection for manufactured goods of British Empire Origin imported for consumption in this Colony. The arguments in favour of some such scheme appeared to us at the time to be well-set-out and practically irrefutable, and such as should have been received with favour by distributors of British goods here established. We were inclined to hope that in a matter of such vital importance as the encouragement of British trade Mr. Dalziel would not have been left to plough a lonely furrow, and that some at least of the British distributors in this port might have broken with the phlegmatic calm that seems to paralyse their energetic philanthropy. But it was not to be. True, as ever, to its tradition, the British community has remained inarticulate.

To refresh the memories of our readers we now recapitulate the outline of the procedure to revive British trade as given in the letter:

"An Import Duty on all manufactured goods not of Empire Origin to be used or consumed within the Colony; all manufactured goods landed in the Colony for distribution outside the Colony to enter and leave the Colony free of such duty on Transit Pass."

On the face of it, and keeping in mind the fact that Great Britain is now herself levying an Import Duty on nearly all manufactured goods, and also the up-to-the-minute fact that the Federated Malay States are even to-day entering the Protectionist fold, there seems nothing outrageous in thinking that it was about time that such duties might well be imposed by all Crown Colonies. They rely for their very existence as Colonies on the Motherland, on her military efficiency, on her Governmental support and direction. In the case of some Colonies they even rely on her (and never yet has it been refused) for direct financial support. They exist merely because she exists, hang on to her mother-skirts like small and not consciously grateful children.

Of course to the free-trader all tariffs are anathema, the invention of the devil and Joseph Chamberlain, but to-day Free-Trade is outside the field of practical politics, dead as the rat nailed to the stable-door, even in free-trade in Manchester. For in a protectionist world free-trade would mean economic suicide to the country that persisted in it.

For the war is on. That we must remember. To-day every industrialised state is fighting for its very existence, and, fighting for its own hand. Fighting, even as in the days of yore. Not with sword and buckler, not with rifle and bayonet, not with machine guns and tanks and aeroplanes and gas, not with fleets and armies and wordy declarations, but with the silent insidious weapons forged by economists that can bring collapse, starvation, and death in their train as certainly as the latest horrors invented by the military engineer. To-day idealism is dead in the world, and oh, the pity of it! So we must even do the best we can for ourselves.

For we that write this are not ourselves in favour of Protection, indeed we fail to see how any thinking man can be. We are in the same quandary as most men, we have had it forced on us by circumstances beyond our circumference. As we see it excessive production due to mass methods, faulty distribution, and the selfishness, hoarding, and cowardliness in trading of the gold-owning countries has brought our vaunted civilisation to its present pitiful pass. So that now we have America with no market for her wheat while millions in China starve, and Brazil feeding her coffee beans to power-station furnaces while you can't get a decent cup of coffee in Hong Kong for less than its weight in silver. It's all very sad, but so it is. We have just got to take the world as we find it, if we want to live, and we all seem to want to live, though a certain wise man once said he did not see the necessity.

Of course there is Fair-Trade, a half-way house wherein it seems to us the world might live in some degree of amity and comfort. We hear too little of Fair-Trade now-a-days. Every nation seems out to give her neighbour the knock-out blow! Destroying their own customers. That way madness lies. But Fair-Trade, which means roughly that we shall not tax your imports if you let our goods in free, or alternatively that on goods of similar type and value both countries shall only level equal duties, Fair-Trade, we say, seems to offer a commonsense solution of some of the world's difficulties. At the coming conference at Ottawa we hope to see Fair-Trade in some measure established within the confines of the British Empire. But the day for Fair-Trade within the wide-world seems not yet.

So at present we must even go as the devil drives, and be Protectionists all. If need be we must even up and ask for it here and now. Hong Kong cannot stand alone, and in supporting the Motherland we support the Colony. If there are any advocates of Free-Trade in Hong Kong we have not met them, and if there are we ask them to break into print, when we can promise to see that they are faithfully dealt with. For we know that such free-traders as may be here can only be such in theory, academically, and because they are out-of-touch with the thought of the day and later developments in the homeland.

The person whom we would naturally expect to object to a tariff in Hong Kong would be our very good friend and fellow-resident the foreigner, and while we would hate to do it we would beg to remind him that not so far away are Colonies owned by his country and that British manufactured goods pay an Import Duty on entering these Colonies.

So if there are any business men who in the matter of a Tariff are of our way of thinking, we ask them to take up their fountain pens and place that opinion on record. And if there are any business men of any nationality who are of the contrary way of thinking we wish to hear from them equally. For we consider this matter of a Tariff for Hong Kong a fair and pressing matter for ventilation in the Press of the Colony, and to such our columns are always open.

News in Brief.

A meeting of the Sanitary Board will be held at 4.15 p.m. to-day.

During the month of April the 10.30 a.m. Friday morning meetings at the Helena May Institute will be taken by Rev. E. C. H. Tribbeck. Subject: "Five articles of a working creed."

A dance, organised by the Police Recreation Club, is being held at Lane-Crawford's Restaurant on Thursday from 8 p.m. to 1 a.m. The admission is \$2 for gentlemen and ladies by courtesy.

Yesterday morning, a widow, named Wong Ho (56), was found hanging at her home, 52, Ta Ku Ling Road, Kowloon City. She was dead when cut down, and the body was sent to the mortuary.

For the benefit of those who have not had the opportunity of seeing the British Picture, "Canaries Sometimes Sing," the management of the King's Theatre have decided to show this picture for one day only on Wednesday, March 30.

A girl, Yu Yuk-ching, (5), was removed to the Kwong Wah Hospital yesterday, suffering from burns to her head, hands and legs as the result of her clothing becoming ignited while she was playing near a spirit stove at 1, Larch Street, Mongkok.

Pleading guilty to a summons for speeding in Shaikwan between Taihook Dockyard and Saiwanho, the driver of a motor lorry was fined \$25 by Mr. Wynne-Jones, in the Central Police Court this morning. Traffic-Sergeant Pennell stated that Saiwanho was a very busy centre, and defendant's lorry was loaded at the time. Defendant had been previously convicted for speeding.

The annual general meeting of the Hong Kong Philharmonic Society will be held at the Cathedral Hall Office at 5.30 p.m., on April 6. The report and statement of accounts, to hand, states "The Committee regret that owing to the lack of support by the public, the serious loss of \$1,716.62 was made on "Miss Hook of Holland," the result being that the balance at the Bank is now only \$25.70."

Mr. Robt. Ripley, the well-known American cartoonist leaves to-day by the President Wilson for Shanghai. Mr. Ripley arrived here last week by the Matson liner Mariposa in search of material for his "Believe It or Not" series of cartoons. As the Mariposa has omitted Shanghai from its itinerary owing to the unsettled state of affairs there, Mr. Ripley, who is accompanied by his wife, disembarked here.

Ten Years Ago.

[From the "China Mail" of March 29, 1922.]

To-day's dollar is worth 2/5 13/16.

The China Mail is authorised by the Colonial Secretary to state that the Government is making a compassionate grant of \$1,000 to the dependants of the four men killed recently at Shikhan. The making of a suitable grant to those who were slain in the recent disturbances of the Chinese in Hong Kong is a matter of course.

FOUR MEN THE VICTIMS OF "HELL'S ANGELS"

CAMERA MAN WHO DIED OF HEART FAILURE IN "DOG FIGHT."

Pilot's Tales of Film Production.

Interesting "back stage" stories of Hell's Angels, the picture which was shown in Kuala Lumpur recently, were recounted by Mr. Moye Stevens, pilot of the Flying Carpet (which he is flying round the world with Mr. Richard Halliburton) who addressed the members of the Singapore Rotary Club during their luncheon meeting at the Adelphi Hotel.

In order to appreciate the stories he was going to tell, said the speaker, one had to realise that Mr. Howard Hughes, the producer of Hell's Angels, was the son of a millionaire and only took up film producing as a hobby. His father was one of the wealthiest men in the United States—the president of a big oil company and when he died he left a fortune to Howard. Hell's Angels took three years to make and cost \$4,000,000. They expended 3,000,000 feet of film in the making of the picture and when it was realised that the actual picture was only 12,000 feet in length, it would be seen how much of it had to be thrown away.

Mr. Stevens said that he himself took part in the picture. He had an aeroplane of his own and he had made it a practice of renting it to the motion pictures, flying it for them on his days off from duty with the air line. There was a grim side to the making of Hell's Angels as well as a humorous side. Four men were killed during the filming of the various scenes. The first of the victims was Al Johnson, a motion picture stunt man. Johnson was not a pilot but a wing-walker and parachute jumper. Shortly before work was commenced on Hell's Angels he learned how to fly and got a job as a pilot. He was to "crash" planes but, unfortunately, he was sent to test a machine that had been specially prepared for the picture. It was supposed to be an Avro. Several old training planes were taken over and altered, the over-hang on the wings being taken off and the landing gear being boosted up. "When it was finished," said Mr. Stevens, "it did not look like an Avro and did not fly like one."

A Fatal Test. Through some mistake Johnson was sent to test the machine. The motor was not functioning properly but Al was a little bit nervous and started to climb the controls, count ten, open his eyes, recover from "missing." It would not clear the wires at the end of the field, with the result that it crashed into the flames. The people found him 20 feet from the wreck, burned so badly that they could hardly recognise him, but still conscious. He told them what had happened calmly and then asked for a doctor to give him something to put him to sleep. He died on the way to hospital.

Describing the second fatal accident, Mr. Stevens said that Phil Felix, just out of the army, presented himself as the man for a pilot's job, and was given an old British war-time fighter to fly. On the way up his motor failed and he had to make a forced landing. He sent for the mechanics, who worked on the motor, and then declared that it was all right. Phil took off again but his motor failed just as he reached the end of the field. He made the mistake, which a great number of pilots made, of trying to turn and get back on to the field. The plane went into a spin and he was killed instantly. One of the peculiar things about the accident was that, while the mechanics had been working on the motor Phil had amused himself by making a miniature grave and fashioning a cross out of two match sticks, had stuck it into the

little mound of earth. It was on Hell's Angels, the picture which was shown in Kuala Lumpur recently, were recounted by Mr. Moye Stevens, pilot of the Flying Carpet (which he is flying round the world with Mr. Richard Halliburton) who addressed the members of the Singapore Rotary Club during their luncheon meeting at the Adelphi Hotel. The third casualty happened during the scene in which the giant "German" plane had to go into a spin. Attempts were made to get a regular pilot to spin the plane, but there was some doubt as to whether it would come out of the spin once it got into it. The plane was supposed to be a Gotha but it was really something that had been made up for the picture. Most of the pilots refused to take on the job because during the spin they had to have a mechanic inside the plane to turn the crank operating a smoke machine so that it would appear that the machine was being brought down in flames. Most of the pilots agreed to do it if the mechanic were left out, because they realised that they could jump if the ship did not come out of the spin, but Hughes insisted on the mechanic being there. At length, a man came forward and agreed to do it. Incidentally, he was being paid \$2,000 gold for the job. He took off, with Phil Jones, the mechanic, down in the belly of the plane. There were planes all around taking pictures, so that exactly what happened was known. The pilot pulled the ship up into a stall and jumped, not waiting for it to go into a spin, probably realising that it would be difficult to get out of a spin once in it. The plane took half a turn and then went into a straight up and down dive. Apparently the mechanic did not realise that the pilot had jumped because he kept turning the crank and causing the smoke to gush out of the ship until it was within 100 feet of the ground. Then he must have realised it, but it was too late for him to get out. He was killed.

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Describing the second fatal accident, Mr. Stevens said that Phil Felix, just out of the army, presented himself as the man for a pilot's job, and was given an old British war-time fighter to fly. On the way up his motor failed and he had to make a forced landing. He sent for the mechanics, who worked on the motor, and then declared that it was all right. Phil took off again but his motor failed just as he reached the end of the field. He made the mistake, which a great number of pilots made, of trying to turn and get back on to the field. The plane went into a spin and he was killed instantly. One of the peculiar things about the accident was that, while the mechanics had been working on the motor Phil had amused himself by making a miniature grave and fashioning a cross out of two match sticks, had stuck it into the

little mound of earth. It was on Hell's Angels, the picture which was shown in Kuala Lumpur recently, were recounted by Mr. Moye Stevens, pilot of the Flying Carpet (which he is flying round the world with Mr. Richard Halliburton) who addressed the members of the Singapore Rotary Club during their luncheon meeting at the Adelphi Hotel. The third casualty happened during the scene in which the giant "German" plane had to go into a spin. Attempts were made to get a regular pilot to spin the plane, but there was some doubt as to whether it would come out of the spin once it got into it. The plane was supposed to be a Gotha but it was really something that had been made up for the picture. Most of the pilots refused to take on the job because during the spin they had to have a mechanic inside the plane to turn the crank operating a smoke machine so that it would appear that the machine was being brought down in flames. Most of the pilots agreed to do it if the mechanic were left out, because they realised that they could jump if the ship did not come out of the spin, but Hughes insisted on the mechanic being there. At length, a man came forward and agreed to do it. Incidentally, he was being paid \$2,000 gold for the job. He took off, with Phil Jones, the mechanic, down in the belly of the plane. There were planes all around taking pictures, so that exactly what happened was known. The pilot pulled the ship up into a stall and jumped, not waiting for it to go into a spin, probably realising that it would be difficult to get out of a spin once in it. The plane took half a turn and then went into a straight up and down dive. Apparently the mechanic did not realise that the pilot had jumped because he kept turning the crank and causing the smoke to gush out of the ship until it was within 100 feet of the ground. Then he must have realised it, but it was too late for him to get out. He was killed.

FOR ONE DAY ONLY TO-MORROW AT THE

K I N G S

"CANARIES
SOMETIMES
SING"
WITH
TOM
WALLS.

ALL IS NOT DARK AT DARTMOOR

QUAINT NOTIONS AND HUMOUR
OF CONVICTS.

— By The Rev. John Cawley.

Recently Chaplain at Dartmoor Prison.

After the recent events at Dartmoor it will perhaps come as a relief to read of another side of life in that institution. Not all the finer points of humanity have been stifled; there is that best of all saving graces—humour.

Many of the men there possess a real sense of humour, some of them imphish, which any prison chaplain can always find, provided he himself has it too. As a matter of fact, a chaplain will not do much with the men without it.

They love to tease and be teased. He sees the men privately in their cells, and many are the stories that he hears; some sad, others positively funny.

In a prison pulpit the chaplain is not "six feet above contradiction," for should he say anything which is debatable he is sure to be challenged. Indeed, I do not remember preaching a sermon without having to discuss it afterwards with some of the men. They had their own methods of interpretation.

Target for a Joke.
A chaplain has some responsibility by his office. He has also to deal with concerts, lectures, the library, and (at Dartmoor) the band and choir, and a few other odd things which give him real opportunity of getting to know the men.

I was not without apprehension when I conducted Divine service for the first time. As I was about to enter the chapel whilst the bell was being tolled, one of the men sidled up to me, touched his cap, and said: "Lumme, it's the same old tune every Sunday—'Come, all ye faithful'."

My second sermon was based on the text, "Silver and gold have I none." Its announcement was greeted with good-natured grins, in which I had joined, knowing that I had struck some unexpected and, I hoped, helpful train of thought.

The parson, like everyone, was often the target for a joke. In their free hour I would find the men spinning yarns and exchanging compliments, and there would be a regular battle of wits. On one occasion one fellow was trying to prove that "any fool can be a parson." He waxed eloquent for some moments—an art he claimed to have practised in Hyde Park. When he had finished it was my turn to ask: "If it is all so easy, why on earth did you not set out to be a parson?" The discussion ended in a roar of laughter, when another of the party intervened: "Chaplain, if 'ead' was stuffed with dynamite instead of brains, and the 'ole lot blew up, the explosion wouldn't raise 'is cap."

Atlantic Swim.

Convicts do not lack imagination, which often leads to strange obsessions. In his cell I found a long-sentence man working "out on his slate" an extraordinary problem. He assured me that he was planning to make his fortune, and quite "on the straight."

He thought it possible to swim the Atlantic; he was sure it could be done if only he could discover one secret. I was promised 50-50 in the fortune if I would help, and was promptly allotted the task of advertising and publicity. It was only a question of endurance, he argued, of multiplying the Channel. "They swam the Channel before they flew it," he protested, "and they're always doing it now. They've found fools to try the Atlantic; it's easy to find another to swim it. Who wouldn't be a fool for a fortune?"

Strange logic, scarcely alien to the poor fellow's position at the moment. Sometimes imagination has its touch of subtlety. A rather witty inmate told me with some feeling of wounded pride from what a good aristocratic, wealthy family he had come. "I lived," sympathetically and smiling with pride he proceeded, "You know, Padre, I had my house in Town. I have two large

country residences—one in Devonshire and the other in Hampshire. It was all too true—they were his Majesty's prison at Dartmoor and Winchester.

The Prison Band.

The men love music, and the band at Dartmoor is extremely popular. It was my privilege to play the euphonium. A slight cold one day kept me out of the band room, and it was not long afterwards that I was suffering from hydrophobia! That was the nearest to "euphonium" some illiterate gossip had been able to manage.

Another was approached me with the suggestion that as we had a band, we should also have a regular song or regimental ode. Readily I agreed, and asked for his suggestion. "Well, mister, you couldn't do better than 'The Little Grey Home in the West,'" he said, with a mischievous grin at my expense.

The most favoured instrument at Dartmoor is the violin. It is useless for a second-rate player to go there. Many celebrated violinists have played in Dartmoor—as visitors, of course. On one occasion a noted orchestra was playing and I overheard this discussion: "This is a good band, and that's a smart chap on the fiddle, and it's a good fiddle, too." His mate agreed, and hazarded, "It looks like a Rembrandt." The first speaker patronisingly replied: "Yes, it is; you're right for once in your life."

We had a good choir, too. Its ability to render certain items depended, of course, on the comings and goings of the men. It was great to hear them sing "Martyrs of the Arena," or the Gloria from Mozart's "Twelfth Mass." A perplexed man inquired one day, "Chaplain, every Sunday the R.C.s parade in one place, the Wesleyans in another, and the C. of E. in another. I suppose they're all making for the one place and hope to get there?" I cautiously ventured, "It is quite possible."

"Well, tell me this, he persisted. 'What's going to happen to the bunch of us who get excused chapel?'"

Once, and once only, did I parade in a suit of plus fours. "Pardon, sir, has there been a fire?" One convict asked, and his neighbour improved on it by asking, "Did they get the bloke what knocked 'em off (stole them)?" A third was more cryptic: "Nobody with a scrap of religion would wear a suit like that." It was my turn to wonder what was behind that burst of logic.

One of the real veterans of the prison rejected all my entreaties to come to the class in which I taught illiterates to read and write. "No, thank you," he said, "the schoolmaster is paid to think and spell for me, and his writing isn't too bad. I've lived a long while and managed pretty well. I may want you some day—it will be with the undertaker."

Best Tobacco.

Another who claimed to know Dartmoor backwards decided that it was too late to make a change in his mode of life. I asked him to remember the words of the poet: "Stone walls do not a prison make, nor iron bars a cage." He looked bewildered. "Lumme, guv'nor, they haven't 'art' 'ypnotised' me, then!"

Just as I had finished my pipe one day one of the convicts greeted me: "Chaplain, I like the smell of your breath; what's your haccy?" I told him that it was "just an ordinary mixture." "Try mine," he offered. "Aware of the limits of their indulgence," I was puzzled. "What do you smoke?" His twinkling eyes told me at once that I had been caught. "Why, Four Nums—none nicer, none fatterday, none today, and none tomorrow." "Yes, it is," I said. "Chaplain, I'd like to make it a habit of smoking. There may be some who, apparently, do not smoke."

WEDDING BELLS.

Pretty Ceremony at
Rosary Church.

HOWELL—LAWRENCE.

The Rosary Church, Kowloon was the scene of a pretty wedding yesterday afternoon, when Miss Marie Perpetual Lawrence, of 19 West Terrace, Kowloon Docks, eldest daughter of Mr. J. H. Lawrence, became the bride of Mr. James Lloyd Howell, engineer on board the s.s. Seistan, youngest son of Mr. C. L. Howell. The Very Rev. Father G. M. Spada conducted the ceremony.

The bride, who was given away by her father, looked charming in a dress of white crepe satin trimmed with Strass and bead embroidered galleons, with lace and orange blossoms, and a long satin train. Her veil was of fine hand-embroidered Bretonne net with diamante and orange blossoms headgear. She carried a neat bouquet of white Arum lilies trimmed with lace and ribbons. As bridesmaids, the Misses C. and B. Beltrao, K. Barretto and P. Eca, were dressed in pink georgette trimmed with pink silk lace, and carried bouquets of gladioli trimmed with pink net. Miss D. Modina was in attendance as Matron of Honour, and wore a dress of georgette with pink and blue trimmings. As the flower-girls, the Misses V. Lawrence, E. Medina and A. Marriott, were dressed in pink satin and carried baskets of tea roses.

Master F. Monteiro was page, and wore a costume of white satin. The bride's mother attended in a dress of black crepe satin trimmed with black silk lace and a diamante buckle and sprays of pink velvet flowers.

Mr. T. Easdale discharged the duties of best man, whilst Mr. W. Lawrence officiated in the capacity of groomsmen.

Subsequent to the ceremony, a largely attended reception was held at the Club de Retiro, King's Park, after which the happy couple left for their honeymoon which is being spent in a trip along the Coastal ports. Mrs. Howell's travelling dress was a creation in yellow flat crepe silk with a mole colour charmeuse satin coat with hat and shoes to tone.

The bride's gift to the groom was a gold watch and chain, whilst the gift of the bridegroom to the bride was a pair of diamond earrings. Mrs. Howell's bridal dress, travelling dress, and her mother's dress, were all created by Madam S. Leite, Asiatic Building.

fit; but I know of many a man who has gone out with a changed outlook. They do not all seek favours, but it is worth the doing to make them feel that there is another side to their sombre lot.

"Lookin' Round."
I suppose I shall always be running across my men of the moor, and will always be anxious to hear how they are faring in the struggle to "go straight." I have encountered one of them already outside the Public Library in—well, no; I must not arouse fear in the minds of those who reside in one of London's fashionable suburbs known to the fraternity at Dartmoor as "Paradise!"

The truth is that recently this model suburb has had an epidemic of housebreaking and burglaries. "Hullo, Snuffy, what are you doing here?" I asked, when I met him outside the Town Hall. "Just havin' a look-round, guv'nor." "I did not like the sound of it. 'Look-round, Snuffy,' this place is red-hot; I'll wager you'll meet half a dozen 'bustles' (plain-clothes men) taking bare and the station; you're taking a big risk." He was grateful. "Right, Padre, I'll beat it." "He was gone in a trice, down a side street."

I shall always be looking for them. Once a Padre, always a Padre. Those first few weeks of the new freedom are the testing time. It is then that the convict's mind is made up. It is then that a desperate word and hand are made known. Some are made good, some are made bad, and some are made worse.

LOUIS XI STATUE.

Discovered in Good
Condition at Nancy.

BOUGHT BY AMERICA.

A crabbed, cruel, old dodderer, going about with his hat decorated with religious figures and sending displeasing subjects to the gallows. That's how we usually visualise Louis XI, as the late Sir Henry Irving represented him in the play. Or the cynic trying to buy off death through his confessor. The Albright Gallery in Buffalo has just acquired a wood carving of the young Louis that gives quite a different picture.

A Lovely Carving.

More than that, it is called one of the most important works of art in this country—"one of the loveliest examples of fifteenth-century French carving," says Edward Alden Jewell in the New York Times.

The Buffalo transaction was made through the agency of Joseph Brummer, the art dealer, from whom Mr. Allen draws for information. "Mr. Brummer tells us that it was discovered in Nancy, in small collection of which it had been a part since the French Revolution, and that prior to that it was in Nancy's fifteenth-century Ducal Palace."

"Mr. Brummer says the polychrome is all original, though most of the pigment has disappeared from the back of the figure, and the colours that remain are probably a great deal duller than when first applied. Louis XI—still a Dauphin as portrayed by the artist—wears a pink hat, similar in shape to that worn by the young fifteenth-century gentleman in Jods van Cleve's portrait, now on exhibition at the gallery of P. Jackson Higgs.

Original Colours.

"The cloak is gold, lined with delicately engraved blue flowers; red hose, black shoes. The falcon, perched on the Dauphin's left wrist, is dull green."

"But it is the pale, exquisitely carved face of this youth that holds one enthralled. Its expression is at once dreamy, keen, cynical, sensitive, and cruel. One might search far without finding anything in plastic work more searching, more subtly and beautifully wrought than this characterization."

"Louis XI died in 1483, and the piece of sculpture is tentatively assigned to a period between 1470 and 1490, so that it may actually have been made after the King's death. But the sculptor, in preferring as his subject the youthful Prince, has succeeded in inscribing the potentialities of one who was to become known to all as 'the terrible King.' This is a profound psychological study as well as a superb work of art. In its modelling, the figure reminds us that although for some time Flemish realism had replaced, in France, the pure, lofty stylization of the Middle Ages, men had not altogether forgotten an earlier radiance." Professor "Hudnut" of Columbia has indicated that such imperative realism could be tempered by Gallic restraint and charm.

"In many figures of the fifteenth century one finds French draperies more fluid and graceful; French groupings less agitated, faces more tender and serene than are corresponding elements in Flemish work."

A Bit of History.

Just to recall a bit of history: When Louis XI was five years old, Jeanne d'Arc took up her banner and led the armies of France. When he was six his father, Charles VII, was crowned at Reims. Louis was scarcely thirteen when he was wedded to Margaret, daughter of James I of Scotland. "At the age of sixteen he had left the shelter of boyhood behind him, and was already immersed in possibly the most tangled web of political plot and counterplot that human history can reveal. Even that time until the end there was no respite."

"Louis spent the last two or three years of the stormy life in the chateau of Plessis-Paris. A spider's nest bristling with watch towers, flanked by astrologers and physicians, swarmed by spies upon his fears—and his purse. All this and misery besides, and cunning and a force, uncompromising thing for power, the powerless sculptor has left and immortalized in wood. How interestingly with what a personal and intimate understanding."

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COASTWISE.—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" office, 3A, Wyndham Street.

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AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction,

ON

THURSDAY, March 31, 1932, commencing at 5.15 p.m. at their Sales Room, 4, Duddell Street.

A Fine Collection of Valuable POSTAGE STAMPS.

Comprising—British Colonies, Old Hong Kong and China.

On View from Wednesday, March 30, 1932.

Terms: Cash on Delivery. LAMMERT BROS., Auctioneers. Hong Kong, March 26, 1932.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, April 1, 1932, commencing at 2.30 p.m. at No. 1, Torres Buildings, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

On View from Wednesday, March 30, 1932.

Terms: Cash on Delivery. LAMMERT BROS., Auctioneers. Hong Kong, March 26, 1932.

NEW ADVERTISEMENTS

HONG KONG AUTOMOBILE ASSOCIATION.

REMINDER.

THE ANNUAL GENERAL MEETING will be held THIS EVENING in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., at 5.30 p.m.

Hong Kong, March 29, 1932.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

ON

FRIDAY, April 1, 1932, commencing at 10.30 a.m., at No. 5, Aimal Villas, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

On View from Thursday, March 31, 1932.

Cash on Delivery.

LAMMERT BROS., Auctioneers. Hong Kong, March 29, 1932.

GENERAL NOTICES.

THE HONG KONG WAR MEMORIAL NURSING HOME.

THE PUBLIC is advised that the NURSING HOME is now OPEN for the admission of patients.

Accommodation is provided for fifty-five persons, including twenty-six first class and maternity wards. The Nursing Home is furnished and equipped throughout on the most modern lines.

Private bathrooms are attached to each first-class ward. Rates:—1st Class \$11 per day; 2nd Class \$6 per day; ordinary medicines and small dressings included.

LINSTEAD & DAVIS, Secretaries & Treasurers. Hong Kong, 21st March, 1932.

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the General Managers have (with the sanction of the Consulting Committee of this Company) obtained at a Meeting of such Committee held here on the 14th day of March, 1932, made a Call of \$50 per share in respect of the monies unpaid on the shares held by the Shareholders and that such Call should be paid on WEDNESDAY, the 30th day of March, 1932, to the General Managers at the Offices of the Company.

That the General Managers have (with the like sanction of the Consulting Committee) determined to employ the sum of \$400,000 part of the Reserve Fund of the Company in paying a Special Dividend of \$50 per share on the shares of the Company held by the Shareholders and that such Special Dividend shall be payable on the 30th day of March, 1932.

Warrants for the Special Dividend can be obtained on application to the General Managers at the Offices of the Company.

Should any Shareholder fail to pay the amount of the said Call on the 30th day of March, 1932, the General Managers will on the 31st day of March, 1932, apply the amount of the above mentioned Special Dividend due to him in payment and satisfaction of the said Call.

After payment or satisfaction of the said Call in the manner above indicated a Memorandum showing the extent to which the shares are then paid up will be endorsed on all Certificates of Shares presented to the General Managers at the Offices of the Company.

The TRANSFER BOOKS and REGISTER of MEMBERS of the Company will be CLOSED from the 18th day of March, 1932, to the 30th day of March, 1932, both days inclusive.

Dated this 18th day of March, 1932. JARDINE, MATHESON & CO., LTD. General Managers, The Hong Kong Fire Insurance Co., Ltd.

HONG KONG PHILHARMONIC SOCIETY.

THE ANNUAL GENERAL MEETING will be held at the CATHEDRAL HALL OFFICE on WEDNESDAY, April 6, at 5.30 p.m.

H. J. BEST, Hon. Secretary. Hong Kong, March 29, 1932.

COMPANY MEETINGS

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY, the 30th March, 1932, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1931.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 18th to the 30th March, 1932, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers.

The Hong Kong Fire Insurance Co., Ltd. Hong Kong, 9th March, 1932.

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. Dodwell & Company, Limited, on WEDNESDAY, the 30th March, 1932, at 3 p.m. for the purpose of receiving the report of the General Managers together with a Statement of Accounts to 31st December, 1931.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd March to 30th March, 1932, both days inclusive.

DODWELL & COMPANY, LIMITED, General Managers. Hong Kong, 21st March, 1932.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, 2, Queen's Building, Hong Kong, on THURSDAY, 31st MARCH, 1932, at 11 a.m. for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1931.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 24th to the 31st March, 1932, both days inclusive.

By Order of the Board of Directors,

R. M. DYER, Chief Manager. Hong Kong, 17th March, 1932.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the 43rd ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the Company, Exchange Building, Des Voeux Road Central, Victoria, Hong Kong, on THURSDAY, the 31st day of March, 1932, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1931.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 12th March, 1932, to THURSDAY, 31st March, 1932, both days inclusive.

By Order of the Board of Directors, ALLAN KRITH, Secretary. Hong Kong, 1st March, 1932.

KING'S THEATRE

COMMENCING SUNDAY, 3rd APRIL.

"SUNSHINE SUSIE"

A BRITISH PICTURE.



RENAME MULLER with Jack Hulbert, Owen Nares.

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Cortin is a hormone, or secretion, from the covering of the adrenal glands, organs common to men and animals alike.

At present it is obtained in small quantities from the glands of cattle killed by the great packing plants, and is so rare that about \$2,000 worth would make a good annual supply for a very sick person. Only a few scientists have tried to make it.

Hitherto its use has been mostly confined to saving lives of Addison's disease patients.



LOCAL SHARE MARKET.

The official summary issued by the Stock Exchange to-day states:

On the resumption of business after the Holidays, the market opened this morning somewhat quiet but steady, with no material change in rates. N.B. Attention is drawn to the two Companies, viz: "The American Oriental Finance Corporation" and "The Asia Realty Company," both of American registry, being now officially listed on this Exchange.

Sales.

Hong Kong Bank, \$1,455/1,450. Union Insurance \$447/450. H.K. Realities, \$10.90. Hong Kong Trams, \$21 1/4. Star Ferries, \$92. China Lights (old), \$21 1/4.

Buyers.

Hong Kong Bank, \$1,440. Union Insurance, \$445. Underwriters, \$4. Douglass, \$26 1/2. Bengtson, \$12. Providents (old), \$4.70 X. Div. Providents (new), \$2.20 X. Div. Hotels (Rights), \$2 1/2. H.K. Lands, \$75 1/2. H.K. Realities, \$10.85. Chinese Estates, \$95. Hong Kong Trams, \$21 1/4. Star Ferries, \$92 1/2. China Lights (old), \$21. China Lights (new), \$20 1/2. H.K. Electric, \$72 1/2. Telephones (P.P.), \$23 1/4. Cements (old), \$13. Cements (new), \$5 1/2. Watsons, \$15 1/2. Constructions (new), \$1.35.

Sellers.

South China Motors "B", \$12. Malabon Sugars, \$22. Entertainment, \$14.50 X. Div. South China Enterprises, \$10.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—Bank, wire 1/3 1/4. Bank, on demand 1/3 1/4. Bank, 4 months' sight 1/3 1/4. Credits, 4 months' sight 1/4 1/2. Documentary, 4 months' sight 1/4 1/2. On Paris—On demand 610. Credits, 4 months' sight 665. On Berlin—On demand Nom. On New York—On demand 24. Credits, 60 days' sight 25 1/2. On Bombay—Wire 84 1/2. On demand 84 1/2. On Calcutta—Wire 84 1/2. On demand 84 1/2. (Continued at foot of next column.)

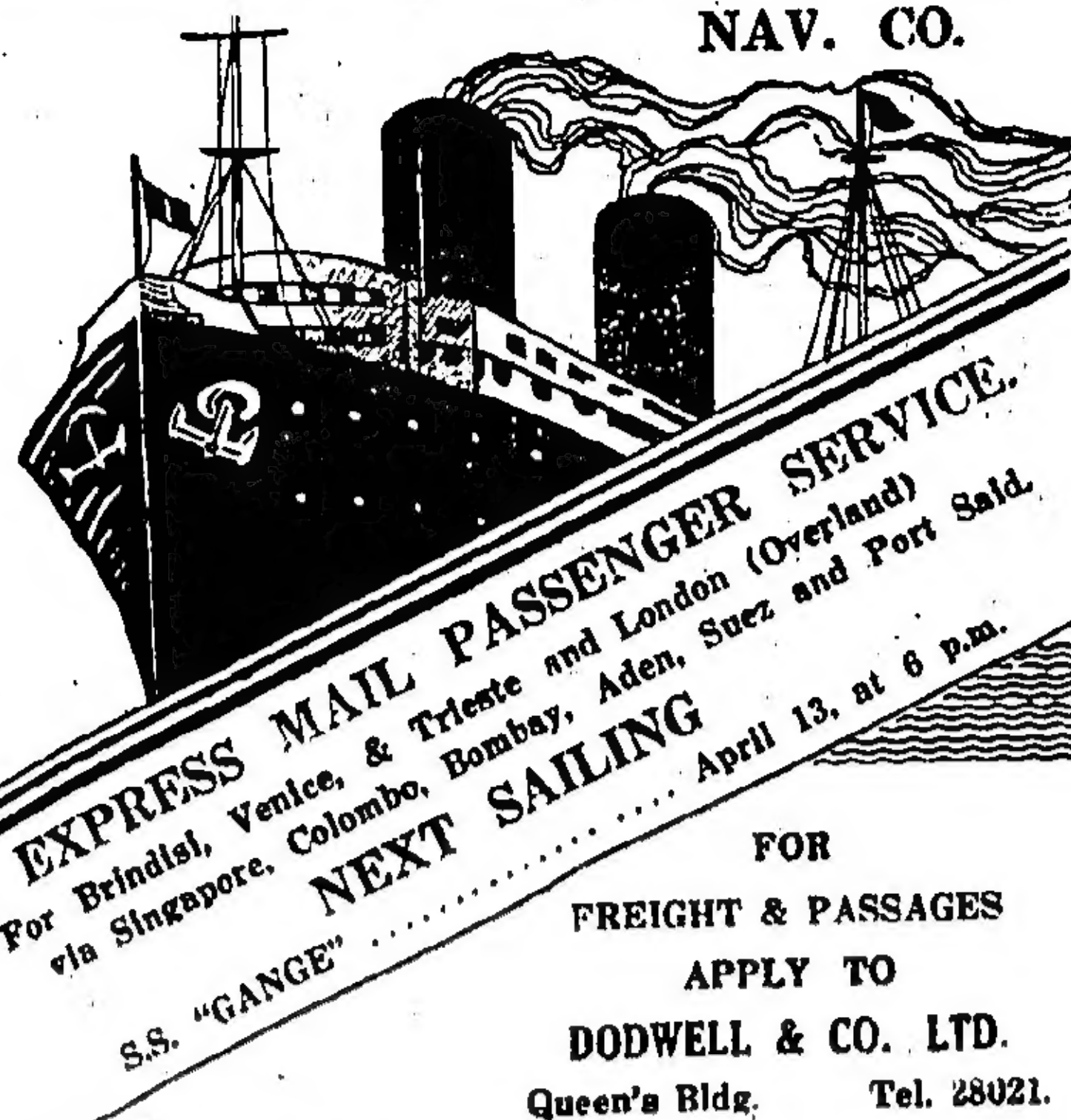
HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations, 29 March, 1932. NEXT SETTLEMENT DAY, TUESDAY, 26 APRIL, 1932.

STOCK	Buy-ers	Sell-ers	Sales	Non.	Fin. Year	Last dividend and when paid
Banks.						
Hong Kong Bank	1440	...	1435	1450	Dec.	{Final 1931 1931-1932 making 40 for 1931} Feb. 29, 32
Chartered Bank	104 1/2	...	104	104	Dec.	Int. 7 1/2% to 31/12/31 Sep. 21, 31
Mercantile Bk., & B. L.	30	...	30	30	Dec.	Int. 7 1/2% to 31/12/31 less 1/100 Sep. 8, 32
Bank of Asia	110	...	110	110	Dec.	85 for 1931 Mar. 2, 32
Insurance.						
Canton Ins.	1250	...	1250	1250	Dec.	{Fin. \$32 bon. \$10 for 1929} May 19, 31
Union Ins.	145	...	147 1/2	150	Dec.	{Final 1931 1931-1932 making 40 for 1931} May 29, 31
China Underwriters	4	...	4	4	Dec.	None May 29, 31
China Fire Ins.	800	...	800	800	Dec.	{Final 60 bonus 80 and \$14 for 1929} May 29, 31
H. K. Fire Ins.	1950	...	1950	1950	Dec.	{Final 1931 1931-1932 making 40 for 1931} Pending
Shipping.						
Douglases	20 1/2	...	20 1/2	20 1/2	Dec.	Last dividend for 1924 May 19, 31
H. K. Steamships	38	...	38	38	Dec.	Last dividend for 1929 Pending
Indo-China (Prel.)	15	...	15	15	Dec.	{Int. 2% 2 1/2 on preferred for 1924 and 1925} June 12, 29
Shells Bearer	32 1/2	...	32 1/2	32 1/2	Dec.	{Final 1931 1931-1932 making 40 for 1931} July 6, 31
Union Waterboats	30	...	30	30	Dec.	81-90 for 1930 Mar. 31, 31
Mining.						
Benguet	12	...	12	12	Dec.	Fourth Int. 20 cents for 1931 Dec. 19, 31
Kailan Mining Ad. ..	20 1/2	...	20 1/2	20 1/2	June	{Int. 7 1/2% free 1/1000 Cpn 25 for year 30-31} Dec. 21, 31
Langkat (Single)	4	...	4	4	Oct.	T. 0.50 for year 31-10-29 May 8, 30
S'hai Exploration	2 1/2	...	2 1/2	2 1/2	Dec.	None May 8, 30
Loans	1	...	1	1	Dec.	{Final T. 0.35 making T. 0.35 for 1930} Feb. 6, 31
Rauha	37 1/2	...	37 1/2	37 1/2	Mar.	{Int. 7 1/2% to 31/12/31} Mar. 15, 32
Venezuela Gold Fields ..	3	...	3	3	...	...
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves ..	144 1/2	...	144 1/2	144 1/2	Dec.	85 for 1931 Mar. 10, 32
South Ch. Motors (A) ..	10	...	10	10	Dec.	Last dividend for 1929 May 19, 31
China Providents (old) ..	170	...	170	170	Dec.	{30 cents on old 10 cents on new} Mar. 21, 32
Hongkwa	300	...	300	300	Dec.	Interim T. 3 1/2% 1931 Oct. 2, 31
N. Engineering	9 1/2	...	9 1/2	9 1/2	Dec.	T. 0.25 for 1931 Mar. 8, 32
Shanghai Docks	36 1/2	...	36 1/2	36 1/2	Apr.	T. 6 for year 30-31 July 29, 31
Lands, Hotels & Buildings.						
H. & S. Hotels (C.R.S.) ..	10 1/2	...	10 1/2	10 1/2	Dec.	60 cts. (old) 70 cts. (new) for 1931 Mar. 18, 32
H. K. Lands	7 1/2	...	7 1/2	7 1/2	Dec.	Final 82 making 81 for 1931 Feb. 16, 32
Shanghai Lands	27	...	27	27	Dec.	{Final 77-78-79 1931-1932} Pending
Huapshaya	18	...	18	18	Dec.	{Int. 7 1/2% to 31/12/31} Feb. 29, 32
H. K. Realities	10 1/2	...	10 1/2	10 1/2	Dec.	Fin. 70 cts. mak. 60 cts. for 1931 Mar. 9, 32
Chinese Estates	36	...	36	36	Feb.	Interim 85 1/2 cts for year 29-32 Jan. 30, 32
Cotton Mills.						
Ewo Cottons	15 1/2	...	15 1/2	15 1/2	Dec.	T. 1.80 for 1931 Pending
Shanghai Cotton	80 1/2	...	80 1/2	80 1/2	Apr. and Oct.	T. 3-25 for half year 31-10-31 Dec. 21, 31
Zoong Sing	11 1/2	...	11 1/2	11 1/2	June	T. 0.80 for year 30-31 Oct. 8, 32
Public Utilities.						
H. K. Tramways	21 1/2	...	21 1/2	21 1/2	Dec.	Final 60 cts. making 61 for 1931 Feb. 17, 32
Peak Trams (old)	15 1/2	...	15 1/2	15 1/2	Apr.	{70 cts. on old 80 cts. for year 30-31} June 15, 31
Star Ferries	92 1/2	...	92 1/2	92 1/2	Dec.	85 for 1931 Feb. 11, 32
Yauwatt Ferries	89	...	89	89	Dec.	81-90 for 1930 June 23, 31
China Light (old)	21	...	21 1/2	21 1/2	Sept.	50 cts. for year 30-31 Dec. 31, 31
H. K. Electric	79 1/2	...	79 1/2	79 1/2	Dec.	82-90 for 1931 Pending
Macao	93	...	93	93	Dec.	...
Sandakan Lights	13	...	13	13	June	...
H. K. Tel. fully paid ..	41	...	41	41	Dec.	Final 6% making 10% for 1931 Mar. 9, 32
China Buses	16	...	16	16	Dec.	T. 0.50 for 1929 Feb. 25, 32
S'pore Traction (Ord.) ..	8 1/2	...	8 1/2	8 1/2	Sept.	{1 1/2% on preference shares subject to income tax} Feb. 6, 31
Industrial.						
Malabon Sugars	42	...	42	42	Dec.	81-90 for 1930 Mar. 4, 31
Cald: Macg. Ord.	14	...	14	14	Dec.	{T. 1.80 for 1930} Mar. 27, 31
Canton Ice	54	...	54	54	July	25 cents for year 31-7-31 Oct. 9, 31
Cements (com.)	19 1/2	...	19 1/2	19 1/2	Dec.	{45 cents on old 10 cents on new} Pending
H. K. Rope	10 1/2	...	10 1/2	10 1/2	Dec.	85 cents for 1931 Pending
China Agriculture	10 1/2	...	10 1/2	10 1/2	...	...
Stores, &c.						
Dairy Farm	28 1/2	...	28 1/2	28 1/2	Dec.	81-75 for 1931 Mar. 8, 32
Watsons	10 1/2	...	10 1/2	10 1/2	Oct.	70 cents for year 31-10-30 Mar. 15, 31
Lar A Wings	1	...	1	1	...	...
Dane Crawfords (old) ..	5 50	...	5 50	5 50	Feb.	Last dividend for year 29-32 Apr. 30, 31
Mackintosh	10	...	10	10	Feb.	85 for year 29-31 June 17, 31
Sinccres	14 70	...	14 70	14 70	Feb.	20 cents or year 29-31 June 17, 31
Wm. Powells	8 60	...	8 60	8 60	...	...
Miscellaneous.						
H.K. Amusements	20 1/2	...	20 1/2	20 1/2	Mar.	82-50 for year 31-3-31 Sept. 30, 31
Ch. Entertainment	14 00	...	14 00	14 00	...	60 cents for 1931 Mar. 28, 32
S. C. Enterprises	10	...	10	10	...	...
Macao "Greybonds" ..	10	...	10	10	...	...
Constructors (Old)	8 10	...	8 10	8 10	Dec.	{40 cents on old 11 cents on new} Pending
B. Ind. G.S. Bonds	58 1/2	...	58 1/2	58 1/2
H.K. Govt. Loans	160	...	160	160
Asia Realities "A"	30	...	30	30
Am. Finance Corp.	29	...	29	29

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For Brindisi, Venice, & Trieste and London (Overland)
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SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.		
TATSUTA MARU	Wednesday	8th April.
TAIYO MARU	Tuesday	19th April.
SEATTLE VANCOUVER via Shanghai & Japan Ports.		
HIVE MARU	Tuesday	29th March.
HEIAN MARU	Tuesday	26th April.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.		
KASHIMA MARU	Saturday	2nd April.
YASUKUNI MARU	Saturday	18th April.
SYDNEY & MELBOURNE via Manila & Port.		
KAMO MARU	Saturday	23rd April.
KITANO MARU	Saturday	28th May.
MANILA.		
TATSUTA MARU	Thursday	31st March.
BOMBAY via Singapore, Penang, & Colombo.		
TANGO MARU	Monday	28th March.
↑ TOKIWA MARU	Tuesday	12th April.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.		
GINYO MARU	Tuesday	19th April.
NEW YORK, BOSTON via Panama.		
↑ TOBA MARU	Monday	11th April.
LIVERPOOL via Port Said, Beyrouth, Istanbul, Peraeus, Genoa, & Valencia.		
↑ LIMA MARU	Saturday	16th April.
CALCUTTA via Singapore, Penang & Rangoon.		
↑ PENANG MARU	Tuesday	29th March.
↑ HAKODATE MARU	Thursday	7th April.
SHANGHAI, KOBE & YOKOHAMA.		
IYO MARU (Kobe direct)	Wednesday	30th March.
SUWA MARU	Saturday	2nd April.
↑ AKITA MARU (Moj direct)	Tuesday	5th April.
↑ Cargo only.		

For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Salon, Singapore, Colombo, Durban & Capetown.	Rio de Janeiro Maru	Sat.	23rd Apr.
MOBAY & ZANZIBAR. DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN. THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Arabia Maru	Tues.	5th Apr.
MELBOURNE via Brisbane & Sydney.	Brisbane Maru	Tues.	5th Apr.
JAPAN PORTS (Frequent Services).	Manila Maru	Tues.	29th Mar.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Alaska Maru	Sat.	9th Apr.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Hayre Maru	Sun.	3rd Apr.
BOMBAY via Singapore, Delaware, Delhi & Colombo.	Burma Maru	Fri.	1st Apr.
CALCUTTA via Belawan Del, Singapore & Rangoon.	Panama Maru	Fri.	8th Apr.
KEELUNG via Swatow & Amoy (8 p.m. every Sun.)	Deli Maru	Thurs.	7th Apr.
JAPAN PORTS via Takao & Keelung.			
TAKAO via Swatow & Amoy (Fortnightly).			

For further particulars please apply to:
OSAKA SHOSHEN KAISHA
Telephone 2289.



MARINE COURT OF ENQUIRY.

Venezia — Sui Tai Collision.

TO-MORROW'S HEARING.

A Marine Court of Inquiry will be held at the Harbour Office at 10.30 to-morrow morning to investigate the circumstances of the recent collision between the China New Era S.N. Company's m.v. Venezia and the Steamboat Company's s.s. Sui Tai, near Namtao Island, as the result of which several lives were lost.

The Court will comprise the following:—
The Hon. Comdr. G. F. Hole, R.N. (retired), President.
Lieut.-Comdr. L. G. Addington, R.N. (H.M.S. Tamar).
Captain J. H. Ferguson (s.s. Kumaang).
Captain T. R. Ireland (s.s. Tyndareus).
Captain W. G. Erwin (s.s. Haiyang).

PASSENGER LIST.

ARRIVALS.

The following passengers arrived by the s.s. Nankin to-day:—
Dr. A. C. V. Melbourne, C. P. M. Thompson, R. M. Hall, C. O. Schuchard, Mrs. A. Stewart, J. W. McEvoy, J. Talmage, E. Ives, H. C. Brown, Dr. and Mrs. W. Paris.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Bridgewater—East wall.
Bruce—South wall.
Cumberland—North arm.
Devonshire—In Taikoo Dock.
Folkestone—West wall.
Herald—East wall.
Hermes—in dock.
Marazion—South wall.
Medway and Submarines—No. 2 buoy.
Devonshire—Taikoo Dock.
Pandora—East wall.
Proteus—East wall.
Tamar—Basin.

Foreign Men-of-War.
Argus—French river gunboat.

STEAMERS' MOVEMENTS.

The Ben Line s.s. Benvenich from Leith, Middlesbrough, Antwerp, London and Straits left Singapore for this port on March 22, and is due to arrive here to-day.
The R.M.S. Empress of Asia sailed from Shanghai yesterday, is due at Nagasaki to-day at 5 p.m., and leaves for Kobe to-morrow.
The R.M.S. Empress of Canada is due at Shanghai to-day, and leaves for Hong Kong to-morrow.

YACHT IN COLLISION AND SINKS.

Accident in Bangkok River.

When the motor-yacht Pangka was riding at anchor in the river off Bang Ko Bua, Phra Pradaeng, at 4 a.m. on Sunday, (March 5), the last of three empty lighters towed by Messrs. Tan Wang Lee's tug-boat Chang Nam, heavily collided with her and caused her to sink almost immediately after (reports the Bangkok Times). H.R.H. the Prince of Lobpur, the owner, was fast asleep in the saloon below at the time; but was fortunate enough to get-up in time to board his other yacht the Manora, which was anchored close behind the Pangka. The Pangka contained personal jewellery belonging to the Prince of over a lakh of taels in value. The vessel has not yet been located by the party of divers engaged for the work.

Bang Ko Bua lies on the West bank between Bang Chak and Phra Khanong. The Pangka and the Manora were anchored ten wah from the bank and anchor lights were displayed. At the rear of the Manora was the Prince's favourite fast run-about boat, Cham Devi. The tide was rising at the time and the Captain of the Chang Nam first mistook the lights of the boats at anchor for the light of fishing stakes. When the mistake was discovered it was too late to avoid the collision and apart from the Pangka being sunk the Manora was also damaged. The Prince was still on board the Manora when this was written, to learn if the divers have succeeded in locating his craft. His Royal Highness has been used to cruise about for the benefit of the fresh air, and at the time of the accident chose to anchor for the night at the place stated.

The Chang Nam belongs to Messrs. The Menam Lighter and Towage Co. and Messrs. Tan Wang Lee act as the agents. Capt. S. Jensen is the master.

Operations to refloat the motor-yacht Pangka have commenced and the men engaged in the work are now briskly at work. Officials of the Harbour Department are supervising the work and some policemen are also on duty to see to the safety of the valuable jewellery that went down with the boat.

H.R.H. the Prince of Lobpur has expressed his satisfaction at the success of the refloating operation of his sunken motor-yacht Pangka. The boat was towed to Bangkok and taken to the Bangkok Dock to be surveyed.

The jewellery that sank with the boat has been fully recovered, but much damage has been caused to the costly fittings of the yacht.

BLIZZARD SWEEPS ATLANTIC.

Collier's Crew Rescued by Liner.

London, March 9.
A great blizzard has swept the north Atlantic coast of the United States. Thirty-six people aboard a collier are being rescued by the White Star liner Adriatic. The collier was caught in the blizzard off the Nantucket shore. The captain, to keep the ship afloat, had to turn her into the teeth of the storm. The Adriatic will attempt to rescue the collier's crew by means of buoys. The gale is blowing at sixty-four miles per hour.

Hundreds of other ships are stranded, or are in distress. Twenty-five motor-bus passengers are stranded in the snow near Bergen, New Jersey. In Pennsylvania and Maryland ten people have been found frozen to death.

BRITISH FLYING BOATS.

How They Could Supercede Warships.

British service flying boats overseas—like those stationed at Singapore—in future may be maintained and supplied from a super flying-boat, a kind of "mother ship" which will tend to the formation, in the same way as in the case of submarines, of a "parent ship."

According to information issued by British aircraft constructors, on board the giant craft will be large quantities of spares in special holds. Further the "mother aeroplane," which would need to be exceptionally fast and easily able to fly non-stop well over 1,000 miles, would act as a transport vessel between a unit and its nearest base.

It is considered that such a development would be of the utmost importance in Empire air defence as such mother aeroplanes with a squadron of fast flying air boats might supercede ocean cruisers in safeguarding long sea routes linking the Empire.

DEAD IN LINER.

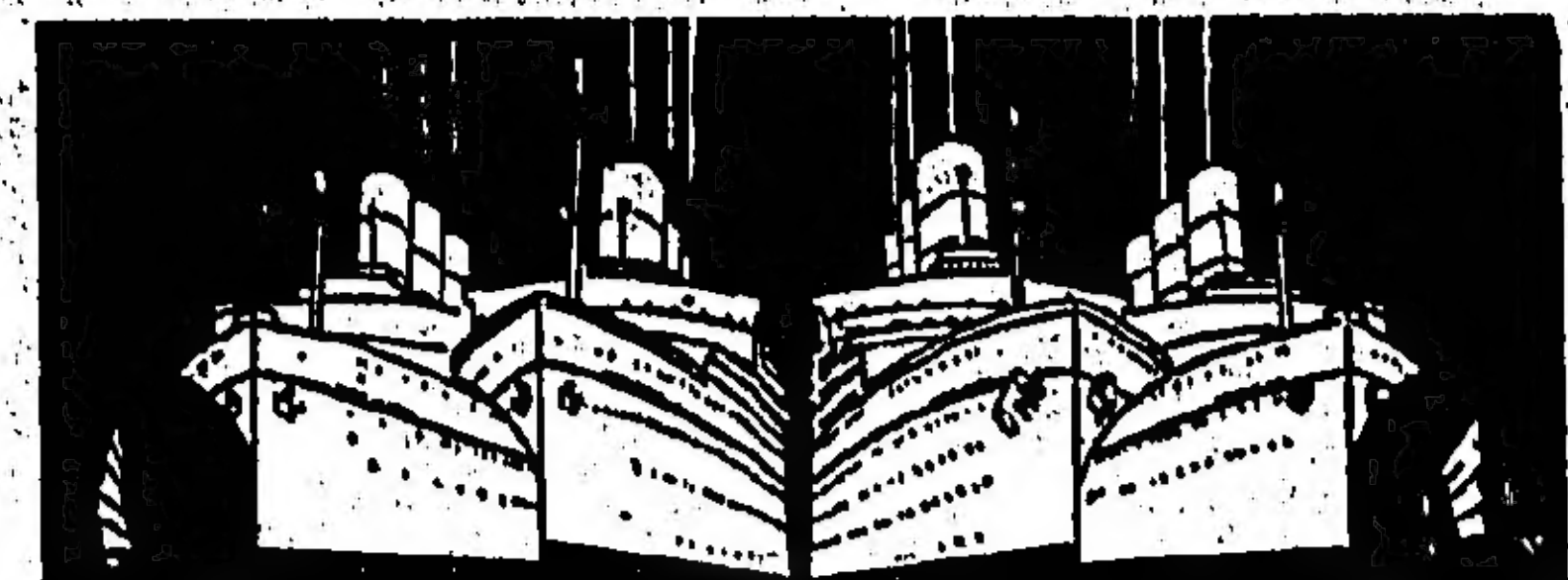
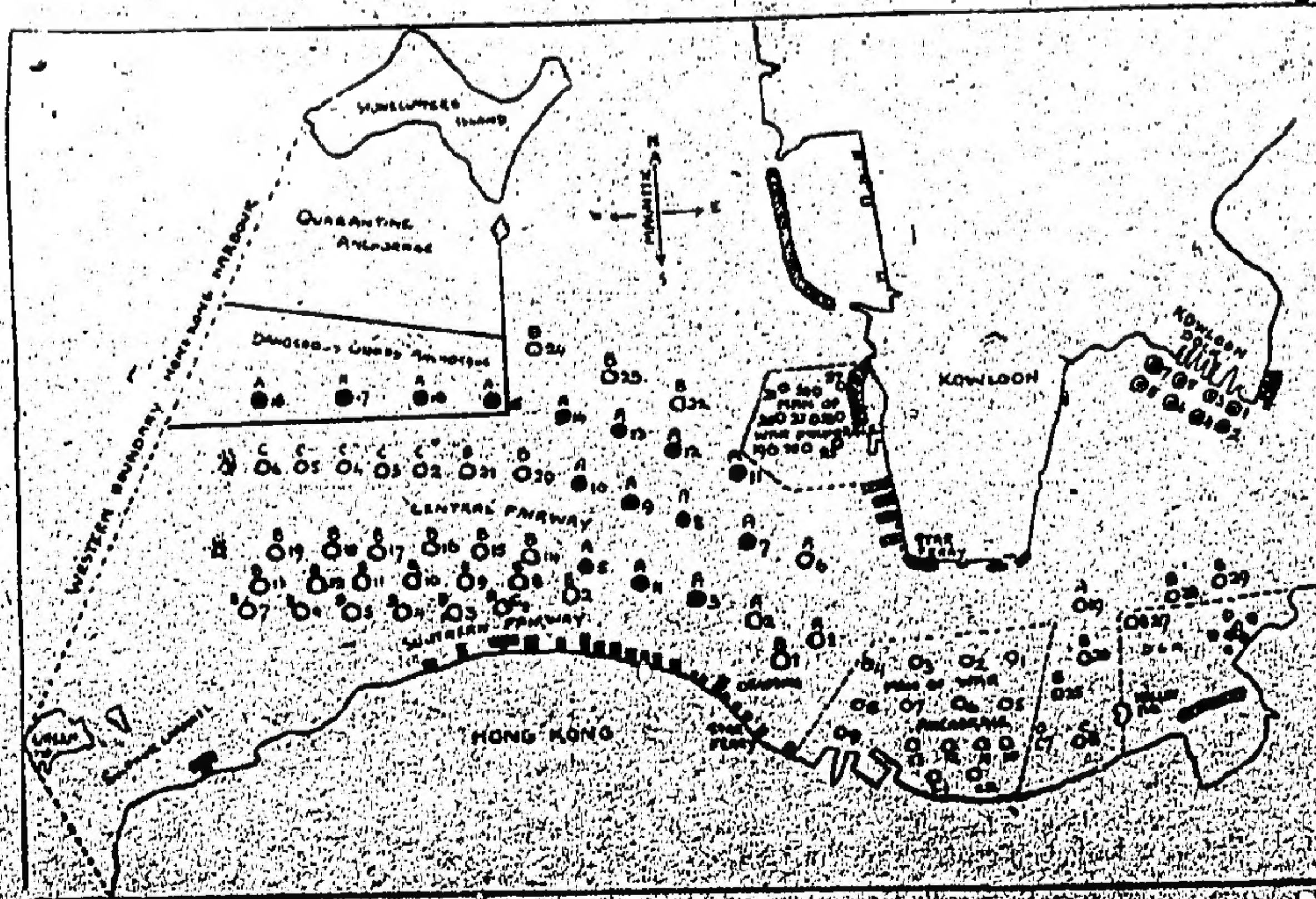
Tragic End Of American Girl.

Gibraltar.
Found dead in her cabin at sea with a cable announcing the death of her fiancé beside her, Elizabeth Barrett Cook, a pretty 20-year-old American girl, was landed here by the British steamer Chinese Prince.

Captain Howard, Miss Cook's uncle, said that she was in the highest spirits when she embarked at Naples for Boston. On entering her cabin, however, he found her dying, with the cable and a bottle of rectified ether beside her.

No signs of the cause of death were found by the doctors who performed the post-mortem examination, and the inquest has been adjourned for further analysis.

BUOY PLAN OF HONG KONG HARBOUR.



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	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Emp. of Canada	Apr. 8	Apr. 11	Apr. 13	Apr. 15	Apr. 16	Apr. 21	Apr. 26
Emp. of Russia	Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	May 9	May 9
Emp. of Japan	May 6	May 9	May 11	May 13	May 15	May 24	May 24
Emp. of Asia	May 20	May 23	May 24	May 26	May 28	June 4	June 10
Emp. of Canada	June 3	June 6	June 8	June 10	June 12	June 21	June 21
Emp. of Russia	June 17	June 20	June 21	June 23	June 25	July 4	July 4
Emp. of Japan	July 1	July 4	July 6	July 8	July 10	July 14	July 19
Emp. of Asia	July 15	July 18	July 19	July 21	July 23	Aug. 1	Aug. 1
Emp. of Canada	July 29	Aug. 1	Aug. 3	Aug. 5	Aug. 7	Aug. 11	Aug. 16
Emp. of Russia	Aug. 12	Aug. 15	Aug. 16	Aug. 18	Aug. 20	Aug. 27	Aug. 27
Emp. of Japan	Aug. 28	Aug. 29	Aug. 31	Sept. 2	Sept. 4	Sept. 8	Sept. 13
Emp. of Asia	Sept. 9	Sept. 12	Sept. 13	Sept. 15	Sept. 17	Sept. 26	Sept. 26
Emp. of Canada	Sept. 23	Sept. 26	Sept. 28	Sept. 30	Oct. 2	Oct. 11	Oct. 11
Emp. of Russia	Oct. 7	Oct. 10	Oct. 11	Oct. 13	Oct. 15	Oct. 24	Oct. 24
Emp. of Japan	Oct. 21	Oct. 24	Oct. 26	Oct. 28	Oct. 30	Nov. 3	Nov. 8
Emp. of Asia	Nov. 4	Nov. 7	Nov. 8	Nov. 10	Nov. 12	Nov. 21	Nov. 21
Emp. of Canada	Nov. 18	Nov. 21	Nov. 23	Nov. 25	Nov. 27	Dec. 6	Dec. 6

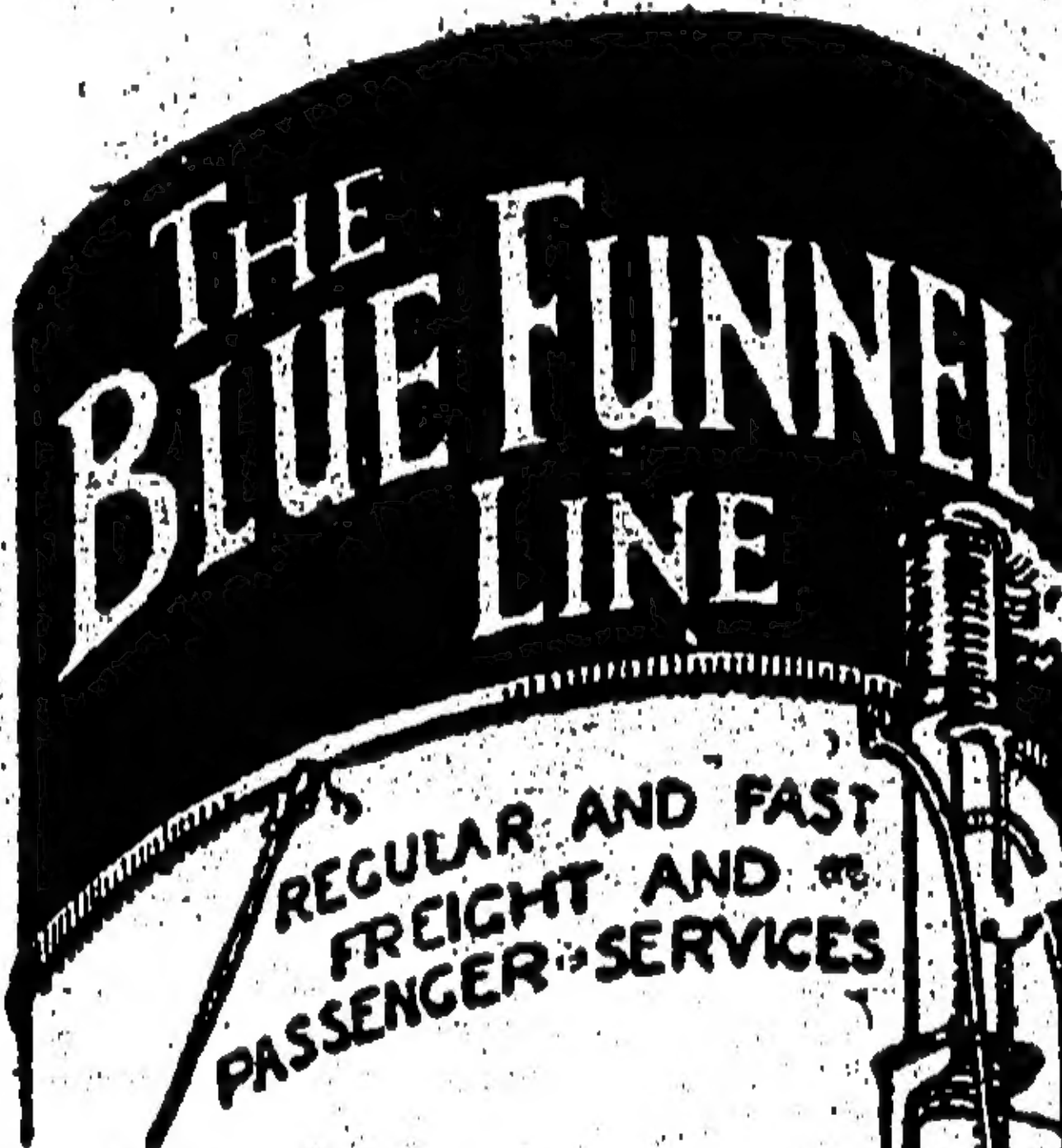
HONG KONG — MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF CANADA	Apr. 1	Apr. 8
EMPRESS OF RUSSIA	Apr. 14	Apr. 16

For further information please apply to:

CANADIAN PACIFIC

Telephones: Passenger 20752. Cable Address:
Freight 20042. GACANPAC: Passenger Dept.
Telephone Hong Kong All Depts. NAUTILUS: Freight Dept.



LONDON SERVICE.

"PERSEUS" 29th Mar. For Marseilles, Havre, London, Rotterdam and Hamburg.

PATROOLUS SERVICE.

"PATROOLUS" 13th Apr. For Marseilles, London, Rotterdam and Glasgow.

LIVERPOOL SERVICE.

"TEOLUS" 24th Apr. For Liverpool, Havre and Glasgow.

NEW YORK SERVICE.

"GLAUCUS" 11th Apr. For Boston, New York, and Baltimore via Philadelphia, Port Swettenham and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"TENDAREUS" 9th Apr. For Victoria, Vancouver and Seattle.

INWARD SERVICE.

"TENDAREUS" 29th Mar. For Shanghai, Kobe and Yokohama.

"PHILOTTES" 29th Mar. For Shanghai, Kobe and Yokohama.

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For freight, passage rates and information apply to the undersigned.

All bookings are subject to the provisions of the Company's Bill of Lading.

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CHANGTAE TAIPING

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MAIL AND PASSENGER STEAMERS.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*MIRZAPUR	6,700	1932. 1st Apr. 9 a.m.	Straits, Colombo & Bombay.
*BURDWAN	6,500	2nd Apr. 9 a.m.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CORFU	15,000	9th Apr. 9 a.m.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr. 7th May	Bombay, Marseilles & London.
RANPURA	17,000	7th May	Bombay, Marseilles & London.
*SOMALI	6,800	14th May	Hamburg, Rotterdam, Antwerp & Hull.
CHITRAL	15,000	21st May	Bombay, Marseilles & London.
RANCHI	17,000	4th June	Bombay, Marseilles & London.
*BANGALORE	6,500	11th June	Bombay, Marseilles, London, Havre Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	18th June	Bombay, Marseilles & London.
KAISAR-I-HIND	12,000	2nd July	Bombay, Marseilles & London.
*BHUTAN	6,000	9th July	Bombay, Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RAJPUTANA	17,000	16th July	Bombay, Marseilles & London.
MAINTUA	11,000	30th July	Bombay, Marseilles & London.
*SOUDAN	6,800	6th Aug.	Bombay, Marseilles, London, Havre Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	18th Aug.	Bombay, Marseilles & London.
RANPURA	17,000	27th Aug.	Marseilles & London.
MALWA	11,000	10th Sept.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

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BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	1932. 3rd Apr.	Singapore, Penang & Calcutta.
TALAMBA	8,000	15th Apr.	
TAKADA	7,000	1st May	

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and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NANKIN	7,000	1932. 2nd Apr.	Manila, Rabaul, Brisbane, Sydney
NELLORE	7,000	11 a.m.	
TANDA	7,000	8th June	& Melbourne.

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The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NELLORE	7,000	1932. 4th Apr.	Shanghai, Kobe, Osaka & Yama.
*SOMALI	6,800	5th Apr.	Shanghai, Kobe & Yokohama.
RANPURA	17,000	7th Apr.	Shanghai, Kobe & Yokohama.
TAKADA	7,000	8th Apr.	Amoy, Shanghai, Kobe & Osaka.
CHITRAL	15,000	21st Apr.	Shanghai, Kobe & Yokohama.
BURDHANA	8,000	22nd Apr.	Amoy, Shanghai, Kobe & Yokohama.
*BANGALORE	6,500	30th Apr.	Shanghai, Kobe & Yokohama.
RANCHI	17,000	5th May	Shanghai, Kobe & Yokohama.
TILAWA	10,000	5th May	Amoy, Shanghai, Kobe & Osaka.
TANDA	7,000	6th May	Shanghai, Kobe, Osaka & Yama.
NALDERA	16,000	18th May	Shanghai, Kobe & Yokohama.
*BHUTAN	6,000	22nd May	Shanghai, Kobe & Yokohama.
KAISAR-I-HIND	12,000	2nd June	Shanghai, Kobe & Yokohama.
NANKIN	7,000	6th June	Shanghai, Kobe, Osaka & Yama.
RAJPUTANA	17,000	18th June	Shanghai, Kobe & Yokohama.
*SOUDAN	6,800	28th June	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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TREASURE IN OLD WRECKS

TABLE BAY TO BE SEARCHED.

Ivory, Plate, and Jewels.

Johannesburg, February 3. Within the next few weeks Table Bay is to be explored for sunken treasure, of which there is believed to be a varied collection lying among the wrecks that have accumulated there during the past three centuries. A Cape Town syndicate has recently been formed for the purpose, and a lighter has been fitted out with the necessary gear.

Among the apparatus are two water telescopes, consisting of long tubes of light iron, fitted with lenses through which the salvors examine the sea floor. In depths up to 10 or 12 fathoms objects on the bottom are plainly seen.

The barge is slowly towed over the most likely places in the day where wrecks may be found. The syndicate has already located no fewer than 15 wrecks, many of which should contain valuable cargoes.

At Mercy Of Gales.

For upwards of 200 years all vessels sailing from the Orient to Europe rounded the Cape, and most of them called in at Cape Town for provisions and water.

During that time there was no protection from the weather, the whole area of the bay being exposed to the full force of the winter gales.

How many of these ancient ships were driven ashore or foundered at their anchors will never be known, but the archives tell of dozens that went down with all their cargoes. In the 1865 gale alone no fewer than 18 ships were lost.

Stately East Indianmen and vessels from China and Japan were among the many victims during the centuries, and most of them carried ivory, porcelain, rare woods, silver, while in their strong rooms must have been much plate coin, and jewels that cannot have deteriorated much by their long submersion. It is known that in the Haarlem and Middleburg, two Dutch East Indianmen that perished, there was much Chinese porcelain that must be worth a fabulous sum to-day.

In the bay itself and just around the coastline there are altogether hundreds of wrecks well worth investigating. A rough estimate of the value still in them is put at round about £5,000,000.

SHIP HITS BRIDGE IN SYDNEY.

Mast Snaps Off Like
Match Stick.

When the Fyrmont Bridge closed on the coastal steamer Tylgum late on the night of February 4, says the Sydney Morning Herald, the funnel and after mast were snapped off, and two large ventilators were seriously damaged.

The Tylgum was returning from Tweed River Heads, laden with dairy produce. She was on the point of passing under the bridge when the middle structure, which had been opened, began to close. After sounding his siren, the master (Captain John Magee) ordered full speed astern, but the steamer had too much headway, and was unable to come to a stop. All efforts to check the progress of the closing bridge span failed.

Captain Magee swung his ship hard to starboard, but the bows came into violent collision with the stonework of the bridge. The force of the blow carried the Tylgum broadside on, and the closing bridge caught the tall funnel, two adjacent ventilators, and the after mast, snapping the funnel and the mast off at deck level, and bending the ventilators over to an angle of more than 45 degrees.

The steamer gave a sharp lurch, and clouds of steam and smoke emerged from the gaping hole where the funnel had been snapped off. The crew, several of whom had narrowly escaped injury, immediately took up their stations and stood by awaiting orders, while Captain Magee made a hurried examination, and found that the vessel was undamaged below the water-line. His chief fear was that the severe impact with the stone pier had holed the vessel. This did not appear to have happened.

When the bridge was again opened, the Tylgum passed through under her own steam, and, after tying up at the railway wharf, on the right hand side of the bay, for a further examination, proceeded to her own berth on the other side.

Numbers of people were on the bridge when the mishap occurred. As the opening span began to close, they perceived the steamer's peril and shouted warnings. Captain Magee, however, had already taken steps to avert the disaster.

The Tylgum is a steel vessel of 544 tons gross, and was built at Glasgow in 1925 for the North Coast S.N. Company, Ltd. On November 20 last she went aground on the Tweed River bar, and was refloated two days later without suffering any serious damage.

SEAMEN DROWNED.

Lifeboat Captain's Inquest Story.

A sad story of the wreck of the Belgian trawler Jeanne was told at the inquest recently at Whitby on three members of the crew who lost their lives when she struck the rocks at Kettleness Point, four miles north of Whitby.

Captain M. Louis Dedrie said when he found the vessel fast on the rocks he sent up six rockets, and when the vessel began to roll badly ordered the lifeboat out. The lifeboat capsized, and when he counted the crew two were missing. The cabin boy complained that he was hurt, and died later. The two missing members of the crew were afterwards found dead on the beach.

The coroner returned a verdict that Charles Verburgh, chief engineer, and Maurice Vandervallier were drowned, and that John Deret, cabin boy, died from exposure.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.: 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

March 29 to April 4, 1932.

Date	High Water Standard Ht. Times.	Low Water Standard Ht. Times.
Mar. 29	H. M. F. 13 45 6.4	H. M. F. 22 38 1.3
Tues. 29	13 45 6.4	22 38 1.3
Wed. 30	14 50 6.1	23 57 1.1
Thurs. 31	08 48 4.3	09 58 4.2
	16 28 6.0	— — —
Fri. 1	08 40 4.5	00 58 1.1
	18 05 5.0	11 40 4.0
Sat. 2	08 52 4.7	01 40 1.2
	19 18 5.2	12 45 3.6
Sun. 3	09 09 5.0	02 14 1.3
	20 09 5.2	13 38 3.1
Mon. 4	09 25 5.3	02 39 1.5
	20 50 5.2	14 20 2.7

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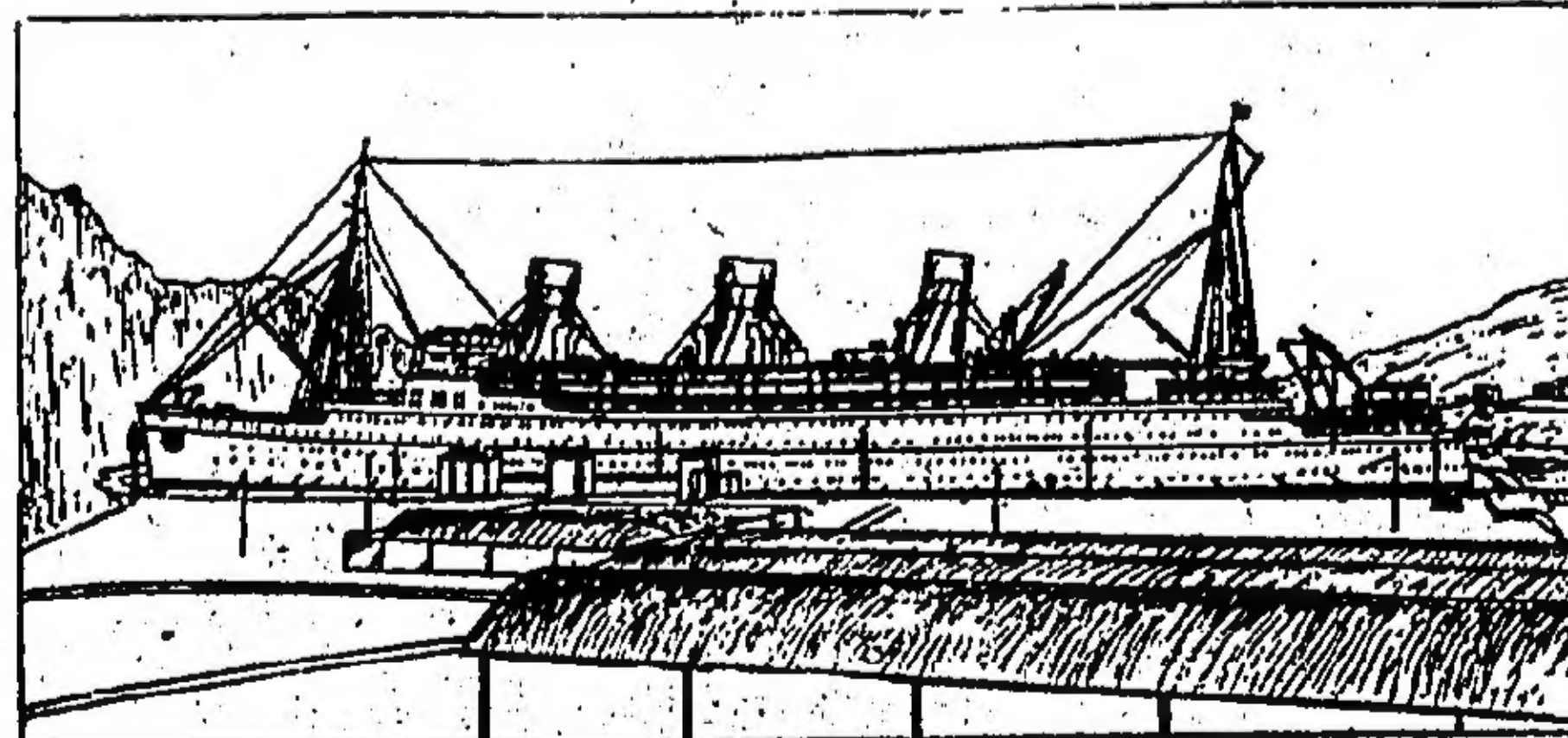
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Pres. Hayes Apr. 17, 8

Pres. Pierce May 1, 8

Pres. Monroe May 15, 8

TO MANILA

Pres. Harrison Apr. 3, 8 a.m.

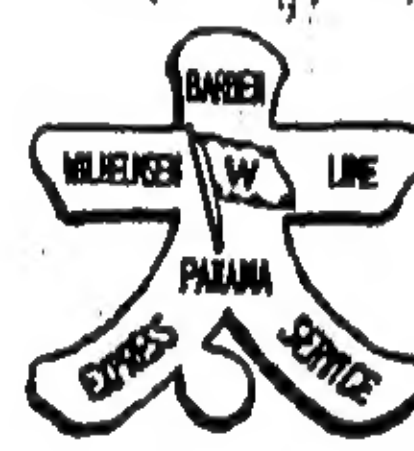
Pres. Hoover Apr. 5, 6 p.m.

Pres. Cleveland Apr. 9, 6 p.m.

Pres. Taft Apr. 23, 6 p.m.

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RADIO TOPICS.

EMPRESS OF BRITAIN'S
EQUIPMENT.

Reading of the elaborate wireless
equipment on the liner Empress of
Britannia, which called here recent-
ly, one is rather curious to know
now all this equipment is packed
away. Although it was not particu-
larly noticeable to those looking
casually over the ship, the provision
of the elaborate wireless installation
naturally calls for extensive accom-
modation so that it can be utilised
in the most efficient manner. Four
large rooms are devoted exclusively
to the wireless equipment. The
long and short wave telegraph in-
stallations and the broadcast re-
ceiver are contained in a large
cabin, measuring 14 feet
by 13 feet, situated just
aft of the bridge. Two other
cabins on the top deck are devoted
to the telephone apparatus. The
receiving cabin, 12 feet by 10 feet,
between the second and the third
funnels, and the transmitting cabin,
22 feet by 18 feet, between the
second and the third funnels. An
elaborate aerial system is neces-
sary for the various installations
and this is suitably arranged be-
tween the masts and also from the
fore and mainmast heads. A
special band room near the first
class dining saloon, contains the
gramophone turntables, control ap-
paratus and generators necessary
for Band Repeater equipment and
accommodation for a good selection
of records and spare parts.

Some Technical Details.

International conventions only re-
quire a ship's wireless installation
to be able to transmit on a wave-
length of 600 metres, thus ensuring
a common wave-length for distress
calls, but the telegraphic traffic to
and from a large passenger ship is
so great that provision is made for
several other wave-lengths to be
used for the rapid clearance of tele-
grams.

To facilitate this speedy operation
in the Empress of Britain one tele-
graph transmitter can be sharply
tuned to transmit on wave-lengths
of 600, 650, 705, 750, or 800 metres,
and on any wave-length between
1887 and 2703 metres, and the other
to transmit on wave-length of 17.8
and 36.3 metres. The principal ob-
ject in arranging for transmissions
on more than one wave-length is
that it enables several ship stations
to operate simultaneously without
mutual interference and without de-
laying wireless traffic. The long-
wave transmitter, combining as it
does sharp tuning with a wide
range of wave-lengths, can take ad-
vantage of these facilities to com-
municate with distant stations
without hindering the work on other
ships or land stations which are close
at hand. It is possible, for example,
to work from Southampton Water
with station in the United States
and Canada without any interfer-
ence to the British land stations or
any other ships which may be in the
vicinity.

A wireless receiver for ship use
must necessarily be capable of re-
ception from a large number of sta-
tions using varying powers at
various distances and with different
types of transmission. The design
must, therefore, provide that the
receiver has ample power for the
amplification of weak signals; is
capable of receiving any type of
signal, whether it be spark, inter-
rupted continuous waves, continu-
ous waves, or wireless telephony, and
the tuning arrangements must be
extremely critical, so that the de-
sired signals may be isolated from
all other signals likely to cause
interference. The Marconi Re-
ceiver on the Empress of Britain
covers in one instrument the wave-
length range of from 15 metres to
20,000 metres, and it is an easy
matter by turning a switch to
change rapidly from one wave-
length to another. For example,
the reception of time signals from
Rugby on 18,750 metres can im-
mediately be followed by the re-
ception of ice reports and navigation
warnings broadcast on 600 metres,
and other wave changes of a similar
nature can quickly be made as the
service requirements demand.

The short-wave transmitter has
a separate three-valve receiver in
one unit, covering only the short
wave-lengths of from 14 to 100
metres. This facilitates the traf-
fic-handling arrangements in al-
lowing two operators to keep
watch simultaneously on the long
and short wave receivers.

Calling The World.

The new big wireless station of
the League of Nations is to receive
the appropriate name Radio-
Nations. It is not, of course, a
broadcasting station; its purpose is
to keep the League in direct touch
with far-away corners or with
special missions sent out to investi-
gate particular matters. It is to be
a short-wave beam station and the
output rating is 20 kilowatts. Two
transmitters are being erected; the
first a Marconi 20-kilowatt short-
wave installation, the second a
crystal-controlled apparatus manu-
factured by the French T.S.F. peo-
ple. The wavelengths used will be
mainly between 15 and 40 metres,
though the Marconi transmitter can
be tuned a good deal higher if neces-
sary.

Chelmsford Again.

The following letter was sent to
the Editor of Amateur Wireless. It
is from a resident of North Borneo
and speaks for itself:—
Sir,—With regard to Empire
broadcasting, we too would like to
be able to listen to a home pro-
gramme, being English ourselves,
but unfortunately Chelmsford is
too weak for us to listen to and en-
joy. We should get the luncheon
hour programme here at 8.30 p.m.,
but we can only get the carrier wave
and very faint distorted music.

At 9 p.m. sharp, coming down the
dial we hear Paris Radio Coloniale
perfectly. Likewise Khabarovsk
(Siberia), and Kootwijk (Holland),
but no English station! We hear
several Australian stations, with the
Sydney-London telephony particu-
larly strong the Sydney end, but not a
sign of London at the other end!
I should like to mention Saigon
and Manila, our two best stations,
the latter especially as the pro-
grammes which go on all day are
sponsored, and therefore the most
valuable and interesting station "on
the air" as far as we are concerned.
This is a medium wave station, 500
metres, call sign KVRM Radio
Manila. It is a long time to wait
for the new Daventry station, and
we get rather tired of hearing
Dutch, French, Russian, American,
and other foreign languages. Cannot
we get a little stronger transmission
and more frequent programmes
from Chelmsford?

I am sure all overseas listeners in
Malaya, if not elsewhere, will ap-
preciate more English.
D.T. (British North Borneo.)
Midland Regional is to find a new
site. Since the decision to erect
the Empire short-wave station at
Daventry, it has become evident
that there is insufficient accom-
modation there for three broadcast
transmitters.

The search for a site has already
begun, and I understand that the
opportunity will be taken to bring
the Midland transmitter very much
nearer to its studio in Birmingham,
which is at present nearly sixty
miles away.—W.W.

Shorter Programmes in Germany?
Ruthless retrenchment is the
order of the day with the German
broadcasting authorities, and the
latest move is the decision to put
into service the new auditorium at
the Berlin Radio House without
adopting the elaborate acoustic de-
vices which had been planned by
the engineers.

Other proposed economy measures
are the suppression of "local" pro-
grammes in favour of national re-
lays and the shortening of the
transmission periods.—W.W.

Luxembourg.
Europe's first "publicity" broad-
casting station is nearing com-
pletion at Luxembourg. We under-
stand that the initial tests may be
expected on or about April 15 next.
Considering that the power will be
in the neighbourhood of 200 kilowatts, the "publicity" should be
fairly extensive. The wavelength
will be 217.4 metres.

WHITE HUNTERS' ADVENTURE.

How a wireless set saved two
white men from being held prison-
ers by cannibals is reported.

A middle-aged Liverpool business
man, Mr. A. J. ("Pop") Antoine, and
his friend, were hunting elephants in
French Equatorial Africa. Mr.
Antoine always carries a portable
wireless set on his expeditions.

When about 150 miles inside
French territory the hunters lost
their way. After wandering through
miles of unknown country, they
came upon a tribe of cannibals.

The tribesmen gave them a
hostile reception, wounded one with
a spear and took them both pri-
soners.

But the following evening Mr.
Antoine thought of his wireless set.
He fixed it up. Then he tuned on.
Music and strange voice blurred
forth suddenly.

The wondering natives gathered
round. Next evening they asked
for more magic music.

Every evening for many days, the
two white men staged their wire-
less concert, and every evening the
natives grew less hostile. Then
the batteries of the set began to run
down and the white men decided
that it was time to escape. After
three weeks' imprisonment, they got
away with only a compass and their
rifles.

The natives pursued them, but
the two white men obliterated their
tracks by walking several miles
through a river. Finally they ar-
rived at a Belgian Congo border
station—exhausted, but safe.

FOR THE BEGINNER.

The super-heterodyne relates to
the amplification of short wave
signals at high frequency, which is
a very difficult matter. The super-
heterodyne is an ingenious method
of solving the problem. The short
wave signals are heterodyned by
local oscillations of very nearly the
same frequency, so that the beats
which result are still at radio fre-
quency, corresponding, usually, to
a wavelength of about 3,000 metres.
These beats are then regarded as
signals of 3,000 metre wavelength,
and can be amplified with a simple
resistance-capacity amplifier and
heterodyned fresh to produce audible
beats.

WET NEW YORK.

Where It is Hard Not To
Drink.

Mr. H. B. Lees-Smith, Minister of
Education in the late Labour
Cabinet, who has returned to Lon-
don from a visit to America, was
asked what was his experience of
Prohibition.

"Well," he said, "I happen to be a
teetotaler, but the one place in the
world where I found it most difficult
to maintain my teetotal habits was
in New York. Liquor was so gen-
erally pressed upon me from every
direction that I had continually to
apologise that I did not take.

"At one dinner at which I was
entertained the meal began with
cocktails and ended with other
varieties of liquor which I do not
know. In England I usually and
at a dinner that I have two or three
companions in my teetotalism, but
in New York I found myself in
glorious isolation.

"The situation in America seems
to be that those who can afford to
obtain liquor do so, with the result
that there is probably less consump-
tion among the poorer classes than
before Prohibition, but more and
more is drunk the higher you go in
the economic scale.

"I found in talking to business
men and all types of people in the
United States that they are very
much more depressed than we are.
The amount of unemployment that

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES

		Mar. 16, June, June,	
		1932. 1918. 1914.	
		Cts.	Cts.
Butcher Meat.			
Beef Sirloin	牛尾	lb.	34 24 12
" Prime Cut		"	80 23 11
" Corned	咸牛	"	40 23 12
" Roast	咸牛	"	34 24 22
" Breast	咸牛	"	32 20 18
" Soup	咸牛	"	28 20 18
" Steak	咸牛	"	34 24 22
" Steak Sirloin	咸牛	"	46 30 25
" Sausages	咸牛	"	36 26 20
Guilford's Brains	咸牛	per set	17 10 12
" Tongue, fresh	咸牛	each	80 60 60
" Tongue, corned	咸牛	"	1.00 60 —
" Head	咸牛	"	1.60 — \$1.20
" Heart	咸牛	lb.	24 18 14
" Hump, Salt	咸牛	"	— 20 18
" Feet	咸牛	each	12 10 12
" Kidneys	咸牛	"	15 10 12
" Tail	咸牛	"	27 20 23
" Liver	咸牛	lb.	26 13 14
" Tripe	咸牛	"	8 6 7
Calves' Head & Feet	牛头	set	\$1.50 \$1.00 \$1.00
Mutton Chop	羊排	lb.	60 26 —
" Leg	羊排	"	60 26 —
" Shoulder	羊排	"	60 24 —
" Saddle	羊排	"	60 — —
Pigs' Chittlings	猪排	"	20 27 —
" Brains	猪排	Per set	4 — —
" Feet	猪排	lb.	16 15 —
" Fry	猪排	"	30 15 18
" Head	猪排	"	20 20 —
" Heart	猪排	each	18 10 10
" Kidneys	猪排	"	15 10 8
" Liver	猪排	lb.	58 30 24
Pork Chop	猪排	"	38 25 22
" Leg	猪排	"	40 — —
" Loin	猪排	"	44 60 70
" Fat or Lard	猪排	per set	25 21 —
Sheep's Head & Feet	羊头	per set	90 60 70
" Heart	羊头	each	12 8 7
" Kidneys	羊头	"	15 13 10
" Liver	羊头	"	45 25 25
Sucking Pigs, to order	猪仔	lb.	25 25 22
Butt, Beef	牛排	"	34 20 18
" Mutton	羊排	"	55 26 26
" Veal	猪仔	"	45 20 20
" Sausages	猪仔	"	28 — —

Fish.

Barbel	每斤	56	16	24
Bream	每斤	38	20	16
Canton Fresh Water	每斤	32	—	—
Carp	每斤	36	13	16
Catfish	每斤	33	16	27
Codfish	每斤	30	12	9
Crabs	每斤	60	16	24
Cuttle Fish	每斤	24	23	28
Dab	每斤	26	16	27
Dace	每斤	48	23	16
Dog Fish	每斤	20	10	—
Eels, Conger	每斤	70	10	8
" Fresh Water	每斤	76	16	—
" Yellow	每斤	54	10	8
Flounder	每斤	80	28	30
Garoupa	每斤	95	32	25
Gudgeon	每斤	22	40	30
Herring	每斤	36	22	18
Halibut	每斤	36	13	23
Labrus	每斤	35	18	15
Loach	每斤	65	22	13
Lobsters	每斤	65	62	24
Macrurus	每斤	44	32	21
Monk Fish	每斤	46	20	20
Mullet	每斤	36	13	2
Oysters	每斤	44	12	2
Parrot Fish	每斤	26	14	9
Percod	每斤	28	30	15
Pike	每斤	44	18	9
Plaice	每斤	52	36	29
Pomfret, White	每斤	66	38	30
Pomfret, Black	每斤	48	36	45
Prawns	每斤	90	10	14
Ray	每斤	24	10	14
Rock Fish	每斤	26	13	13
Roach	每斤	35	22	10
Salmon	每斤	64	36	30
Shark	每斤	20	8	10
Skate	每斤	20	10	10
Shrimps	每斤	72	38	30
Snapper	每斤	48	38	30
Soles	每斤	54	22	28
Tench	每斤	42	20	18
Turbot	每斤	40	12	12
Turtles, small fr. water	每斤	1.55	12	12

Poultry.

		Mar. 16, June, June,		
		1932.	1918.	1914.
Chicken	每斤	62	30	31
Capon, Small	每斤	60	28	30
Capon, Large	每斤	64	28	30
Duck	每斤	48	22	21
Doves	每斤	—	22	21
Eggs, Hen (fresh)	每斤	—	22	21
Eggs, Hen (cooked)	每斤	—	22	21
Eggs, Hen (fresh)	每斤	—	22	21
Fowls, Canton	每斤	60	28	30
Fowls, Canton	每斤	60	28	30
Geese	每斤	50	24	24
Pigeons, Canton	每斤	55	30	—
" Holow	每斤	48	29	—
Turkeys, Cook	每斤	70	31	45
Turkeys, Hen	每斤	70	31	45
Snipe	每斤	—	—	—
Pheasant	每斤	—	—	—
Quail	每斤	—	—	—
Partridges	每斤	—	—	—

Fruits.

Almonds	每斤	1.20	85	—
Apples (California)	每斤	24	26	—
Bananas (bridge)	每斤	6	4	—
Carambols	每斤	—	12	—
Cocorns	每斤	14	10	10
Lemons, China	每斤	10	25	30
Lemons (American)	每斤	12	8	—
Lichees, Dried	每斤	1.00	25	30
Oranges (Canton)	每斤	26	—	—
Oranges	每斤	20	—	15
Pears (Canton)	每斤	30	—	—
Peaches	每斤	14	10	12
Paradise, Large	每斤	—	12	—
Plantain	每斤	—	8	—
Pumelo, Siam	每斤	13	12	6

ORDER YOUR COPY NOW.
HONG KONG \$ DIRECTORY
 (1932 Issue).
 READY SHORTLY.
HONG KONG \$ DIRECTORY CO.
 3a, Wyndham Street.

China Mail.

ESTABLISHED 1845.

HONG KONG, TUESDAY, MARCH 29, 1932.

DENTALINE
 (Concentrated Antiseptic)
 Is more than a mouth-wash — it actually
KILLS GERMS
 Dentaline is an Antiseptic, Germicide and Astringent.
 Properly diluted it is delightful to taste and
 refreshing to use.
THE PHARMACY
 Atlantic Building. Tel. 20345. Queen's Road.

MAJESTIC

TO-DAY ONLY AT 2.30, 5.20, 7.20 & 9.20 P.M.



"CHARLEY'S AUNT"
 WITH
CHARLIE RUGGLES, JUNE COLLYER.

POST OFFICE NOTICE. INWARD MAILS.

TUESDAY, MARCH 29.	
Japan	Nankin
WEDNESDAY, MARCH 30.	
Shanghai and Amoy	Tainan
THURSDAY, MARCH 31.	
Japan	Mirzapore
FRIDAY, APRIL 1.	
Europe via Negapatam (Letters only, London, March 3)	Ho Sang
Manila	President Madison
Amoy	Talma
Japan and Shanghai	Burdwan
Japan and Shanghai	Kashima Maru
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., Mar. 12)	Empress of Canada
SATURDAY, APRIL 2.	
London (Parcels only, London, Feb. 25)	Antenor
U.S.A., Honolulu, Japan and Shanghai (San Francisco, March 4)	President Harrison
Australia and Manila	Nellore
Europe via Negapatam (Papers only, London, March 3)	Suwa Maru
MONDAY, APRIL 4.	
Japan	Arabia Maru
U.S.A., Honolulu, Japan and Shanghai (San Francisco, March 11)	President Hoover

OUTWARD MAILS.

TUESDAY, MARCH 29.	
Formosa	Resolute 8.30 p.m.
Samshui and Wuchow	Tai Hing 4 p.m.
Amoy	Kaying 5 p.m.
WEDNESDAY, MARCH 30.	
Bangkok	Stagen 8.30 a.m.
Swatow	Sandviken 8.30 a.m.
Sandakan	Yu Sang 10.30 a.m.
Amoy	Tijbadak 10.30 a.m.
Amoy via Swatow	Van Heutsz 1.30 p.m.
Swatow	Hydrangea 3.30 p.m.
Formosa	Menado Maru 8.30 p.m.
THURSDAY, MARCH 31.	
Swatow	Huichow 8.30 a.m.
Sandakan	Mau Sang 10.30 a.m.
FRIDAY, APRIL 1.	
Swatow, Amoy and Poochow	Hal Ching 1 p.m.
Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.	President Madison (Due Victoria, B.C., Apr. 19.)
Shanghai and Europe via Siberia	Parcels Apr. 1, 3 p.m.
Tourane	Registration 4.15 p.m.
Manila	Letters 5 p.m.
Manila, Batavia, Australia and New Zealand via Brisbane	President Madison Apr. 1, 5 p.m.
Registration	Letters 6 p.m.
Chung King	5 p.m.
Empress of Canada	5 p.m.
Nankin	(Due Brisbane Apr. 19.)
Parcels	Apr. 1, 5 p.m.
Registration	Apr. 2, 5.15 a.m.
Letters	9 a.m.

HOLIDAY MOTOR ACCIDENTS.

Two Mishaps in Queen's Road. ONE FATALITY.

Two motor accidents, one being fatal, occurred yesterday. Whilst proceeding along Queen's Road West, near the junction of Hollywood Road, a Hong Kong Hotel bus, in attempting to avoid a man, Keung Chee-lam (62), who was crossing the road, skidded and ran into a pillar. The right front of the vehicle, however, struck the man, who sustained serious injuries to his head and left leg. He died shortly after admission to hospital. It is stated that the slight rain which fell shortly after noon yesterday, caused the road's surface to become slippery. The second mishap occurred in Queen's Road Central, near Garden Road, when Chan Shum, a coolie, accidentally fell off a moving motor lorry. He sustained head injuries and had to be removed to the Government Civil Hospital for treatment. The lorry, it is understood, was travelling at an ordinary speed at the time.

LONDON'S NEW GIANT CLOCK.

Putting Big Ben in the Shade.

London's new "clock," or, more accurately the huge wooden dummy at the top of the new Shell-Mex building, which persistently registers twenty-five minutes to six at all hours of the day, is likely to enjoy its prominent position for some time longer. Although the plans for the real clock have now been completed, work on the construction has not yet been begun, and the clock is not expected to be in position and working order until the middle of March. Twenty-five feet in diameter, and placed in such a position that its two faces will be seen from the Crystal Palace and Hampstead Heath, this nameless masterpiece will, by a margin of thirty inches, be London's biggest clock. Yet, unlike the smaller though more venerable, Big Ben, whose chime—heard by millions of wireless listeners each night—is probably more famous than Big Ben itself, it will remain silent. 11 ft. 6 in. Minute Hand.

The new clock's chief feature, however, lies in the fact that its face had been constructed to represent the maximum visibility. The hands and hour, which will be similar to those seen on the present dummy, will be set up in black against a background of white Portland stone.

With the exception of the Cardinal figures, which are to be slightly larger than the rest, each hour will occupy approximately a square and a half square feet. The minute hand will be 11 ft. 6 in. in length and at the broadest part 2 ft. 6 in. in width.

The mechanism, which has been designed and constructed by Gillett and Johnston, of Croydon, will be worked by electricity. There will be only one hanging weight of less than a hundredweight, which will be automatically wound hourly by a special electric motor, and will thus provide the power to turn the hands.

The accuracy of the time will be obtained by a master clock inside the tower, which will, in all probability be synchronised with Greenwich. In this way it is expected to maintain accuracy through all weathers to within half a second a week.

MERCANTILE MARINE UNEMPLOYMENT.

Striking Commentary Reveals.

CERTIFICATED OFFICERS AS ABLE SEAMEN.

And Oilers.

(Reuter's Special Service.)

London, Yesterday. A striking commentary on the acute state of unemployment among mercantile marine officers is afforded by the Lamport and Holt liner s.s. Lassell, which is arriving in Liverpool from River Plate the deckhands of which are all certificated officers who have signed on as able seamen, and the oillers in the engine-room are all certificated engineers.

FAIR.

The weather report issued by the Royal Observatory today states:—

The anti-cyclone is stationary to the North West of Shanghai and has regained its intensity.

The Northern depression has passed into the Pacific and the Loochoos depression has filled up.

Forecast:—N.E. winds, moderate; fair.

KITOPLANE.

New Game for Air-Minded Children.

Kite flying combined with model aeroplane flights is the latest amusement of children and grown-ups in the public parks at Cologne.

As many as five model aeroplanes, each with a wing stretch of some four or five feet are attached by a simple "release catch" to a large box-kite. The string of the latter is connected with the "catch."

When the kite with its "load" of aeroplanes is well up in the air all the "dyer" has to do is to give the string a flick and a jerk and the "catch" opens. Away go the aeroplanes on a flight which, in some instances, is quite remarkable.

And away go the children after them—or rather to the point where they think the little machines will descend.

The man who has introduced this novelty to Cologne is being blessed by scores of fathers and mothers, to say nothing of the children themselves.

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MR. EYSTON'S STRANGE QUEST.

Wants Tiger for Motor Experiment.

MUST HAVE CLEAR STRIPES.

London, March 1. Large Tiger wanted.—Engineering firm want to buy live Bengal tiger; should be as large and as savage as possible (man eater preferred), or would hire for a few months; no cruelty.—Full particulars to G.E.T.E. 829, High Holborn, W.C.1.

This advertisement, which appeared to-day, is something that will intrigue the minds of all Londoners.

It is put in by Mr. G. E. T. Eyston, the racing motorist.

Mr. Eyston, who recently broke a speed record with a "baby" car at Pendine said to-day.

"We want a real live, savage, man-eating tiger, and when we say savage we mean it. We don't want one of those toothless specimens which are ending their days in quiet retirement at a zoo.

"The tiger is wanted for experimental purposes with a mechanical device based on a certain theory which cannot at the moment be divulged, but which, if successful, would have valuable results for the motoring world.

"To test out this theory an alert, powerful animal, which naturally performs certain movements by reason of its muscular development, is required.

"The proposed experiments will include slow-motion pictures of the tiger performing these movements under varying conditions," Mr. Eyston said.

The tiger, however, savage it might be, would be gently treated and there would be no cruelty. It is proposed to keep the beast in a paddock under as natural conditions as possible in North London.

"We should prefer a Bengal tiger with particularly clear stripes," Mr. Eyston added.

Mr. Eyston is head of a firm of London engineers who specialise in superchargers.

ROTTEN ROW.

Dress of Riders Enrages Sir W. Gilbey.

London, February 29. The outrageous dress of riders who use the famous Rotten Row track in Hyde Park has evoked the wrath of Sir Walter Gilbey, who is an authority on horses and horsemanship.

Sir Walter, presiding at the Hunters' Show lunch, denounced the action of many people who turn up in costumes and who are not only a disgrace to a Royal park, but to their country. He was particularly down on people riding hatless, of whom he noticed 30 last Sunday. Others wore stockings and pull-overs.

He went so far as to favour a regulation to prohibit persons who are not suitably dressed from riding in Rotten Row.

"If people want to know how to ride," he declared, "let them watch our mounted police. They will never see anything finer in the world."

QUEEN'S

TO-DAY & TO-MORROW AT 2.30, 5.10, 7.15 & 9.20.



Hilarious Stars of "The Cuckoo" and "Half Shot At Sunrise"

WHEELER WOOLSEY

Rout Trouble

Panic Gloom

Riding a Cyclone of Laughs

Through the Halls of a Broadway Hotel!

HOOK, LINE AND SINKER

with
DOROTHY LEE
RALF HAROLDE

NEXT ATTRACTION

AGATHA CHRISTIE'S TENSE THRILLER.



WHO KILLED ROGER ACKROD? HIS SON? HIS BUTLER? HIS FRIEND?

ALIBI

with AUSTIN TREVOR.

AT THE STAR TO-DAY & TO-MORROW

AT 2.30, 5.20, 7.20 & 9.20.



with CATHERINE DALE OWEN LEWIS STONE

STRICTLY UNCONVENTIONAL

Always have **GARDAN** in the house!

In the tropics pain and illness are particularly liable to appear suddenly. In headache, toothache, neuralgia, rheumatism, sciatica, lumbago, muscular pains, and above all in fever and its accompanying symptoms, **GARDAN** is of definite value.

When you are out of sorts remember:

GARDAN

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